

THE BLACK CATS

are appearing at the
Kowloon Cricket Club
TO-NIGHT (Saturday),
July 17th, at 9 p.m.

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wai" Coal Storage.

Cash used
Rentley's
A. B. C. (4th & 5th Editions).
A 1 Telegraphic Code.

Telegraphic Address
"MERTON" HONGKONG.

PUBLIC AUCTIONS

THE Underigned have received instructions to sell by Public Auction, (for account of the concerned), ON

TUESDAY,
July 20, 1920, at 10.30 a.m.,
at No. 7 Humphreys Avenue,
Kowloon.

THE SUNDAY
HOUSEHOLD FURNITURE,
etc., etc., etc.,
therein contained,
including:-
New Perambulator,
Pots Plants, &c., &c.

Terms:-Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, July 16, 1920.

(FOR ACCOUNT OF THE CONCERNED), ON

TUESDAY,
July 20, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A Small Consignment of
WHITE GOODS, etc., etc.,
Comprising:-
Pillow Cases, White Satin Quilts,
Turkish Towels, Bath Towels, Bath
Sheets, Double Bed Sheets, Battenberg
and Drawwork Bedspreads, Table
Covers, Crochet and Drawwork
Dollies, Table Cloths, Linen Damask
Serviettes, etc., etc.

Also
A few lots of Bellow Valises, Kit
Bags, Suit Cases, and Attache Cases.

And
Two Pairs Prismatic Binoculars.
(All new goods and in small lots.)
Terms:-Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, July 14, 1920.

(FOR ACCOUNT OF THE CONCERNED), ON

TUESDAY,
July 20, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

TRAWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTEADS, TRAWOOD TWIN BEDSTEADS, CARPETS, etc., etc.,
comprising:-
Chesterfield Sofa, Arm-chairs (10),
Feilding Card and Occasional Tables, One
Upholstered Suite, Bedroom Furniture,
comprising, Tawood White Enamelled
Twin Bedsteads, large and small Ward-
robes, Dressing Tables, and Chairs, Wash-
stands, etc., (Tawood and Blackwood), Side-
boards, Dinner Waggon, Extension Din-
ing Tables and Chairs, etc., Dinner
Services, Crockery, and Glass Ware,
Cooking Stoves, Outlets, etc., Bath
Room Utensils, Electro-Plated Ware,
Electric Bedding Lamps and Fans,
Blackwood and Tawood Screens, a
quantity of Blackwood Furniture, Side
Tables, Chairs, Cabinets, Pictures,
Carpets, new and second-hand.

Also
One Good Piano, 1 Enamelled Bath,
American Ice Chest, and 1 large Richea.
(Full Particulars from Catalogue).
Terms:-Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, July 14, 1920.

(FOR ACCOUNT OF THE CONCERNED), ON

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Also
One Good Piano, 1 Enamelled Bath,
American Ice Chest, and 1 large Richea.
(Full Particulars from Catalogue).
Terms:-Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, July 14, 1920.

NESTLE'S
MILK-CHOCOLATE

INTIMATIONS.
HONGKONG & SHANGHAI
BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an
Interim Dividend of 23. per Share,
subject to deduction of income tax, has
been declared for the HALF YEAR
ending 30th June, 1920, at rate of 3/8
per dollar.

The Dividend will be payable on and
after MONDAY, the 9th August, 1920,
at the Office of the Corporation, where,
Shareholders are requested to apply for
Warrants.

THE REGISTER OF SHARES of the
Corporation will be CLOSED from
MONDAY, the 26th July to SATUR-
DAY, the 7th August, 1920, (both days
inclusive) during which period no
transfer of shares can be registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, July 13, 1920.

**THE HONGKONG CENTRAL
ESTATE, LIMITED.**

AN INTERIM DIVIDEND of Four
months ending 30th June, 1920, will be
payable on WEDNESDAY, 28th July,
on which date Dividend Warrants may
be obtained on application at the Com-
pany's office.

THE TRANSFER BOOKS of the
Company will be CLOSED from TUES-
DAY, the 20th to WEDNESDAY, the
28th July (both days inclusive) during
which period no transfer of shares can
be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary to,
The General Managers.
Hongkong, July 13, 1920.

**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**

AN INTERIM DIVIDEND of Three
Dollars and Fifty cents per Share
for the six months ending 30th June,
1920, will be payable on WEDNES-
DAY, 28th July, on which date
Dividend Warrants may be obtained on
application at the Company's Office.

THE TRANSFER BOOKS of the
Company will be CLOSED from TUES-
DAY, the 20th to WEDNESDAY, the
28th July (both days inclusive) during
which period no transfer of shares can
be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, July 13, 1920.

**THE WEST POINT BUILDING
CO., LTD.**

AN INTERIM DIVIDEND of One
Dollar and seventy five cents per
share for the six months ending 30th
June, 1920, will be payable on WED-
NESDAY, 28th July, on which date
Dividend Warrants may be obtained on
application at the Company's Office.

THE TRANSFER BOOKS of the
Company will be CLOSED from TUES-
DAY, the 20th to WEDNESDAY, the
28th July (both days inclusive) during
which period no transfer of shares can
be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary to,
The Hong Kong Land Investment
& Agency Co., Ltd.
General Agents for
The West Point Building Co., Ltd.
Hongkong, July 13, 1920.

NOTICE.

THE interest and responsibility of
MR. HERBERT W. WILLIAM
LOOKER, in our Firm ceased on the
30th June 1920.

**DEACON, LOOKER,
DEACON & HARSTON.**
Hongkong, July 1, 1920.

NOTICE.

MR. S. D. SETNA has returned, and
the Power of Attorney given to
MR. P. N. COOPER of Messrs. Cooper
& Co. of Hongkong to Sign per pro has
been revoked.

S. D. SETNA & CO.
Hongkong, July 13, 1920.

THE DRAGON MOTOR CAR CO.

WE have installed an additional
TELEPHONE and clients can
now ring up No. 482 or 3582.

MUMEYA
Japanese Photographers.

All kinds of Photographic Work done
in latest styles also Passport Photos.

Developing and Printing for
Amateurs a Specialty.

No. 31, Queen's Road Central.
TS. 254.

INTIMATIONS.
REFULSE BAY HOTEL

THE Management beg to announce
that, until further notice, the
USUAL TEA and DINNER DANCES
will be held on WEDNESDAYS and
SATURDAYS, also as from the 17th of
July, (in addition to these regular
dances) the Refulse Bay Hotel Orches-
tra will play daily from 5 to 6.30 p.m.
and from 8.30 to 11.30 p.m.

J. H. TAGGART,
Manager.
Hongkong, July 13, 1920.

V. R. C.
NIGHT SWIMMING FETE.

TUESDAY, July 20th,
commencing at 9 p.m.

String Band in attendance.
The following events will be open
to Ladies of the Colony.
50 yards Handicap.
50 yards Girls.

Entries close TO-DAY, July 17, to
R. H. B. MITCHELL,
Hon. Secretary.

NOTICES TO CONSIGNEES
PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.
S.S. "CADDOPPEAK."

From CALCUTTA, via RANGOON,
PENANG, SINGAPORE and
SAIGON.

THE above-mentioned vessel having ar-
rived from the above-mentioned Ports,
Consignees of Cargo are hereby informed
that they must take immediate delivery
of same from alongside, and all cargo
impeding discharge will be landed at
their risk and expense into the Pacific Mail
Steamship Company's godowns at West
Point, and stored at Consignee's risk.

Consignees of Cargo are hereby notified
that they must produce an Import Permit
signed by the Superintendent of the
Imports and Exports, Hongkong, before
bills of lading can be countersigned.

All broken, chafed and damaged goods
are to be left in the Godowns where they
will be examined on July 21, at
10 a.m.

All claims must be presented within a
week of the steamer's arrival here, after
which they cannot be recognized.

No claim will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after
July 22nd, will be subject to rent.

No Fire Insurance whatever will be
effected.

Consignees are requested to send in
their Bills of Lading for countersignature
immediately.

PACIFIC MAIL S.S. Co.,
s Operators, U. S. Shipping Board.
Hongkong, July 13, 1920.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.
S.S. "JACOB"

From CALCUTTA via
SINGAPORE.

THE above-mentioned vessel having ar-
rived from the above-mentioned ports,
Consignees of cargo are hereby
informed that they must take
immediate delivery of same from
alongside, and all cargo impeding
discharge will be landed at their
risk and expense into the Pacific
Mail Steamship Company's godowns
at West Point, and stored at Con-
signee's risk.

Consignees of cargo are hereby
notified that they must produce an
Import Permit signed by the Super-
intendent of the Imports & Exports,
Hongkong, before Bills of Lading
can be countersigned.

All broken, chafed and damaged
goods are to be left in the godowns,
where they will be examined on
July 19th, at 10 a.m.

All claims must be presented with-
in a week of the steamer's arrival
here, after which they cannot be
recognized. No claim will be ad-
mitted after the goods have left the
godowns, and all goods remaining
undelivered after July 20th will be
subject to rent.

No Fire Insurance whatever will
be effected.

Consignees are requested to send in
their Bills of Lading for counter-
signature immediately.

PACIFIC MAIL Steamship Co.,
s Operators, U.S. Shipping Board.
Hongkong, July 13, 1920.

**WANT-
ADVERTISEMENTS**
25 WORDS 3 INSERTIONS.
\$1. PREPAID.
Every additional word 4 Cents
for 3 insertions.

FOR SALE.
FOR SALE—No. 1 Stewart Terrace—
17, The Peak. Apply to Hum-
phreys, Estate & Finance Co., Ltd.,
Alexandra Buildings.

TO LET OR FOR SALE.
GLENSHIEL No. 141 The Peak,
near Barker Road Tram Station.
Apply to Humphreys and Davis, Alexandra
Buildings.

NOTICES TO CONSIGNEES
NOTICE TO CONSIGNEES.
S.S. "SAMARANG MARU."

From JAPAN PORTS.

The above mentioned vessel having
arrived from the above mentioned
Ports, consignees of cargo are hereby
informed that they must take immediate
delivery of same from alongside, and all
cargo impeding discharge will be land-
ed at their risk and expense into the
Hongkong & Kowloon Wharf & Godown
Co. Ltd's Godown at Kowloon, and
stored at Consignee's risk.

No Fire Insurance whatever will be
effected.

Consignees are requested to send in
their Bills of Lading for countersignature
immediately.

DODWELL & CO., LTD.
Agents.
Hongkong, July 13, 1920.

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
From EUROPE and STRAITS.

THE Company's Steamship
"SEIZUOKA MARU,"
having arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed and
placed at their risk in the Hongkong
& Kowloon Wharf and Godown Co.'s
Godowns at Kowloon, where each con-
signment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be carried on
unless instructions are given to the
contrary before NOON, TO-DAY.

Goods not cleared by July 21, 1920,
will be subject to rent.

Damaged packages must be left in the
Godowns for examination by the Consignee's
and the Co.'s representatives at an appoint-
ed hour on TUESDAY and FRIDAY.

All claims must be presented within
ten days of the steamer's arrival
here, after which date they cannot be
recognized. No claims will be admitted
after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.
Hongkong, July 14, 1920.

NOTICE TO CONSIGNEES.
S.S. "MAQUAN"

From SEATTLE, JAPAN and
MANILA.

THE above-mentioned vessel having
arrived from the above mentioned
Ports, Consignees of cargo are hereby
informed that their cargo is being
landed at their risk into the Hazardous
and extra Hazardous Godowns of the
Hongkong & Kowloon Wharf and
Godown Co. Ltd., Kowloon, and stored
at Consignee's risk.

All broken, chafed and damaged
goods are to be left in the Godowns
where they will be examined on
19th instant at 10 a.m.

All claims must be presented within
a week of the Steamer's arrival here,
after which they cannot be recogniz-
ed.

No claim will be admitted after
the goods have left the Godowns and
all goods remaining undelivered
after 19th instant will be subject to
rent.

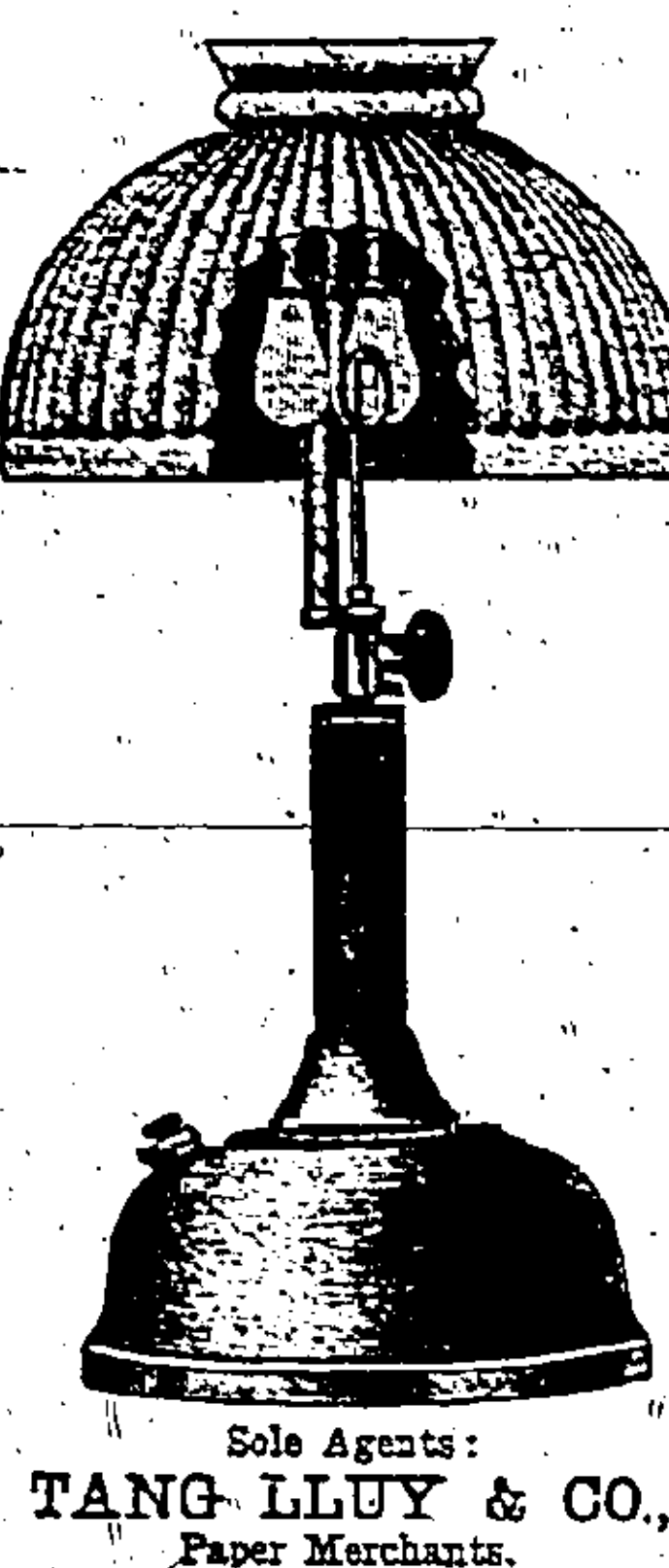
No Fire Insurance whatever will
be effected.

Consignees are requested to send
in their Bills of Lading for counter-
signature immediately.

FRANK WATERHOUSE & CO.
As Operators, U.S. Shipping Board.
3rd Floor, Hotel Mansions.
Hongkong, July 13, 1920.

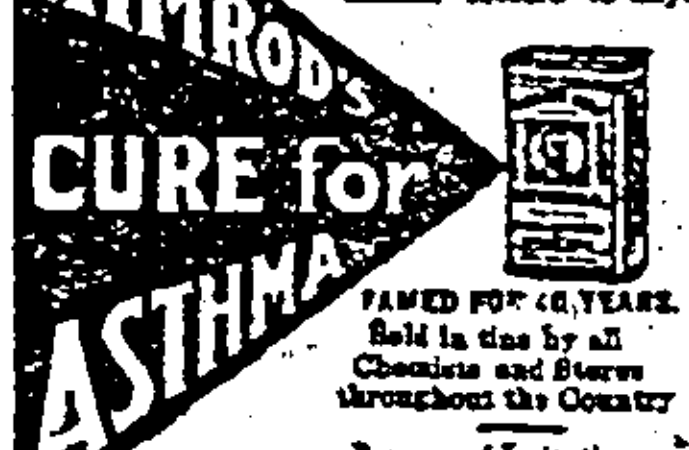
Two new Launches are being built
by Mr. W. WALLACE WALLACE
666, Tsimshue No. 3514

ARCO-LITE
BURNS
95% Air 5% Gasoline
or Kerosene



Sole Agents:
TANG LUY & CO.,
Paper Merchants,
SPOT STOCKS ALWAYS ON HAND.
68 Connaught Road Central.
Telephone No. 1570

Over 30 years ago the late Lord
Barnardine landed in the country
as received from F.H. R.O.D.S.
CURE for
ASTHMA



PAID FOR 4 YEARS.
Sold in use by all
Chemists and Stores
throughout the Country.
Beware of Imitations.

**MANCHESTER WEEKLY
MARKET REPORT.**

Messrs. James F. Hutton & Co.,
Ltd., Manchester, report on June 9—
The most significant item of the
week and one likely to be of far-
reaching importance in the cotton
situation, has been the Washington
Agricultural Bureau estimate of the
new crop condition on May 25.
This first report gives an average
condition of 62.4 against 75.6 for last
year, 82.3 for 1918, 69.5 for 1917 and
77.5 for 1916. It is the lowest figure
that has ever been published and the
details of the report fully bear out the
pessimistic advices received from the
various States. Since the
figures have been compiled the
weather news was rather more satis-
factory for a time and there is a
possibility of course of a very great
improvement in the condition, but
such a commensurate is a most severe
handicap. The immediate effect of
the report was to cause considerable
buying, both at New York and Liver-
pool, as general opinion was for an
estimate of about 65, and prices
were enhanced, but it has not given
rise to the strong upward movement
that might have been expected. This is
no doubt owing to the persistently
bearish tendencies which have latterly
become evident through the lack of
demand for goods and the stringent
financial situation, and in spite of
late bad weather reports, values have
still failed to advance any appreciable
extent. In the yarn and cloth
markets there has been a marked
improvement in enquiry but most of
it appears to have been of a testing
nature. Whether it is to be put
down to the fact that overseas
markets have over-estimated the
decline in prices here, or whether a
recovery in values has been expected
to follow the unfavourable crop
report, it is difficult to say,
but up to the present there have
been but few sales put through. Yarns are very steady
with the exception of the lower
counts of American and Egyptian
yarns where prices are easier,
but more weakness is apparent in
the cloth section and prices are irreg-
ular. India is probably chiefly
responsible for the better enquiry but
there is still a notable absence of
definite offers. China remains in-
active and South America and Java
have been responsible for odd misce-
laneous purchases. For Egypt and
the Levant the unsatisfactory taking
up of goods is still to be noted.
Silver has fallen sharply as a result
of American and China offerings
being added to Continental selling of
the metal.

WHEN YOU EAT TOO MUCH.
DIPHTHERIA in the stomach after eating
is relieved by taking one of Cham-
berlain's Tablets. Try it the next time
you eat and drink too much. For sale
by all Chemists and Storekeepers.

NOTICES.
PRIVATE CAR OWNERS!

WE CAN GARAGE YOUR CARS FOR
\$20 PER MONTH.

EXPERT CHAUFFEURS SUPPLIED
AT SHORT NOTICE.

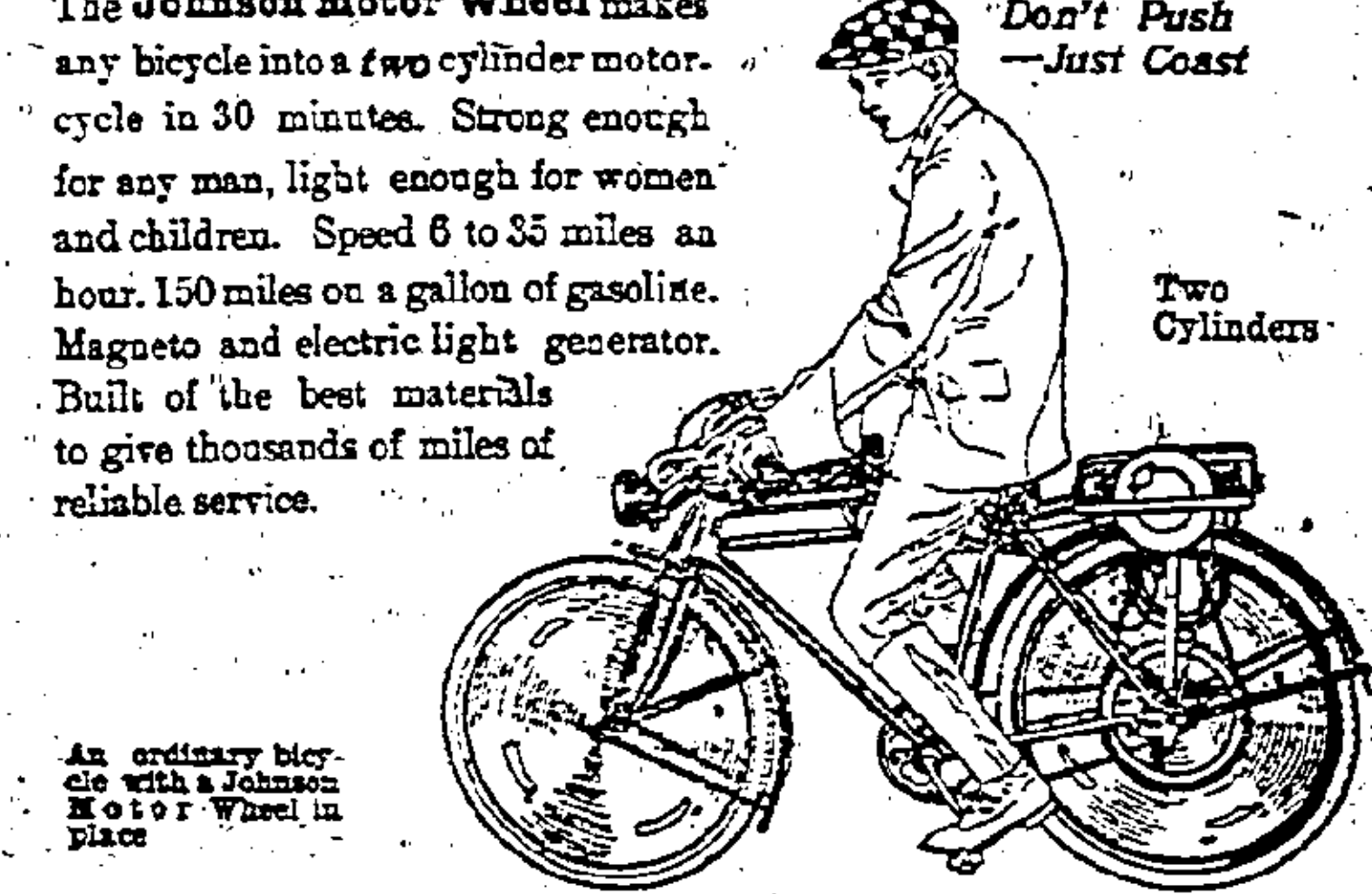
ALL KINDS OF REPAIRS UNDERTAKEN.

PETROL, OILS, GREASES, TYRES, ETC.,
ALWAYS IN STOCK.

UP-TO-DATE SCHOOL OF MOTORING
FOR TRAINING PROFESSIONAL DRIVERS.

FOR TERMS APPLY:
THE HONGKONG MOTOR CO.
141, PRATA EAST. Telephone 1036.

Bicycle Riders
Now you can coast up hill
Don't Push—Just Coast



The Johnson Motor Wheel makes
any bicycle into a two cylinder motor-
cycle in 30 minutes. Strong enough
for any man, light enough for women
and children. Speed 6 to 35 miles an
hour. 150 miles on a gallon of gasoline.
Magneto and electric light generator.
Built of the best materials
to give thousands of miles of
reliable service.

An ordinary bicy-
cle with a Johnson
Motor Wheel in
place

Come in and let us demonstrate this remarkable motor
UNION ENGINEERING CO., LTD
York Building, Chater Road.

LONG HING & CO., PHOTO SUPPLIES,
Developing & Printing a SPECIALTY.
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

THE HOTEL ASIA
WEST BUND, CANTON.

The highest building in Canton affording a
panoramic bird's eye view of the whole
city and suburbs.

Large and airy rooms, Elevators, Electric Lights and Fans installed.
Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard
room, Roof Garden, Cinematograph Theatre and every modern
convenience provided.

Special monthly and family rates can be
arranged on application to
THE SUN CO., LTD.,
Proprietors.

These Cigarettes are made of selected Mild
leaf tobacco and quite harmless to those
who are accustomed to inhale.

NANYANG BROTHERS TOBACCO CO.
165, Des Voeux Road, Hongkong.



大 牌 香 煙 名 牌 香 煙 名 牌 香 煙
五 牌 香 煙 名 牌 香 煙 名 牌 香 煙
百 牌 香 煙 名 牌 香 煙 名 牌 香 煙

WATSON'S

Pyeris

Sparkling Mineral Water

Is of great organic purity. Chemically its composition is identical with one of the best known natural springs in Europe.

AN IDEAL TABLE WATER BLENDS EXCELLENTLY WITH WHISKY.

A. S. WATSON & CO., LTD.,

AERATED WATER MANUFACTURERS.

TEL. 436.

Wm. **Powell** Ltd.

JUST RECEIVED.

ATTRACTIVE MODEL HATS and SEMI TRIMMED STRAWS.

DAINTY VOILE DRESSES.

LATEST STYLES

AND EFFECTS.

MARRIAGE.

PEARSON—EDELMAN.—On July 10, 1920, at U.S. Consulate-General, Shanghai, by Rev. J. R. Hykes, Edwin Dalton Pearson, only son of Mr. and Mrs. Pearson of Richmond, Virginia, U.S.A., to Katherine Edelman, daughter of Mr. S. Edelman of Odessa, Russia.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, SATURDAY, JULY 17, 1920.

ITALY.

We were recently advised not to believe rumours of trouble in Italy. Such is the usual effect of official disclaimers, that we immediately became curious to know just what is going on in that country. It is a land of hot-blooded politicians, great lovers of liberty, and the times and circumstances are such that almost anything might happen.

There are three main parties in the Italian parliament, the Constitutionalists, the Socialists, and the Catholics, respectively sized in the proportions of five, three, and two. Signor Nitti seems to be in a position very like that of Lloyd George, almost a dictator; but he is apparently more of a statesman and less of a demagogue. Here is one of his recent observations: "Imperialism is not a social tendency; it is rather a disease, a morbid exaggeration of patriotism and a form of concentrated blind ambition." This shows that he is also a thinker.

Of nationalism, he said it would dwindle to a political plank as soon as the common people saw that Italy had secured her natural geographical limits.

Of socialism he spoke slightly; it was too impracticable for the mass of Italians. The practical-minded sympathisers would abandon it, and the extremists be discredited.

Of political catholicism (the new or revived party) he spoke rather favourably, remarking that the issue of temporal power was dead, and that the catholics were co-operating very well with the constitutionalists.

The much-talked-of strikes, especially at Milan, were not really revolutionary, although labour agitation and scientific politics

were more intermixed than they used to be.

The sore point among the mass of Italians is that they did not get out of the war. They lost and suffered as much as any other nation, and more than some. They had to face an Austrian army that was hardly less than one third of the entire Austro-German forces. Yet, while England had got practically all the German colonies, France Alsace and Lorraine, with the Saar Basin to exploit, and the United States had practically doubled her national wealth, Italy emerged from war with very little more than Austria had offered her to keep out of it.

In short, as in all the other countries that have discovered war does not pay, but more so, Italy is suffering a reaction against militarism. This has caused a natural leaning towards the Socialists, less to adopt their views than to assert a protest.

Even so, the agitations have been exaggerated by the news agencies, and the figures prove that business is going ahead and production increasing.

ADVERSARIA.

What an extraordinary thing, observed Huxley, swiping an intrusive fly, that so many of the people who didn't lose the war should apparently be looking for it again. And the *Wichita Beacon* (U.S.A.) seems also to have a shrewd monkey on its staff; because it says that France cannot decently pretend that she fought for human freedom now that she has put a tax on bachelors.

In an article on preaching, a recent writer remarks that the average preacher is practically under contract to deliver a new message every Sunday for ten or eleven months every year. He thinks that "not even the ablest men in the country could successfully perform such a task," because "given an intelligent congregation, there is no earthly reason for supposing that any man can possibly have anything of importance to say to it, week after week, year in and year out." If that argument stands, what allowances are you prepared to make for the miserable drudge of a newspaper writer who, year after year, every week of every year, must produce thought material equivalent to the bulk of three

sermons? The London *Times* is reputed to have between fifteen and twenty editorial writers, each contributing a weekly quota. Compare their output with that of the *China Mail*—and then start your subscription towards Hongkong's biggest statue. Even "Tony," laboriously producing a twelve line poem once in a blue moon, might be tempted to subscribe. As Huxley says, it's a blooming miracle.

When the subject is ENGLAND, England, it not only eliminates drudgery, but gives better results, to take real poetry ready-made than to attempt indifferent amateur lyrics. How do you like this one by Beryl Carter, from the *Poetry Review*?

England—a meadow land with bees.
Shut in with tall unwinny trees.
And coloured like an angel's hair
Because of all the kingcups there.
England—the ghost of an old mill
Still standing dauntless on a hill.
Itself as old as shadows are.
Or the first shining of a star.

England—a roadway palely lit
With primroses where children sit.
Big bloomy bunches on their laps,
And in their hair, and on their caps.

England—a meadow land with bees.
Shadowed by honeyed linden-trees.
The colour of a sunset sky—
For this men live for this—they die.

To which we simply must append another poem with bees in it, by that great Englishman, Herbert Asquith, formerly premier. Huxley says he is better as poet than as politician; but that's monkey talk. The lines appeared in the *Spectator*:

If we could save our moments,
Store them deep
In caverns of the mind to choose
at will,
Not as the dream that drains
into a sleep,
But as the taste of wine, laid
cool and still;
Could growing fingers hold the
grains of ore
And set the scattered jewels
in a crown,
Comb out the beach of Time,
and from the shore
Net all the tangled treasure
floating down;

Then living so with heaven at
our hand
We'd fly at death, like laden
bees, to bear
That heaven captive to the hea-
ven there—
Longer than any bronze these
would abide,
These, that are now as writing
on the sand
Beneath the wave of each on-
coming tide.

Mr. Lowe, CIVIL SERVICE M.L.C., please SUBORDINATES, note. A gentleman, writing on both sides of the paper, claims to have interviewed many members of the subordinate clerical staffs of the Civil Service, and says they are all complaining that while heads of departments have been well attended to, they are still awaiting their long expected increase. He and they want to know "if our Mr. Lowe, as a member of the Legislative Council, will kindly ask a question about this at the next meeting." They will get the right answer by waiting and seeing.

There's no reason, NATIONALISM, coming to it; it is pure feeling, but very real and very strong.

Chesterton puts it quite well in the following paragraph of his "Irish Impressions." If an Englishman confesses that he feels that way, why should he object to an Irishman feeling the same way?

A brilliant writer, once propounded to me his highly personal and even perverse type of internationalism, by saying, as a sort of unanswerable challenge, "Wouldn't you rather be ruled by Goethe than by Walter Long?" I replied that words could not express the wild love and loyalty I should feel for Mr. Walter Long if the only alternative were Goethe. I could not have put my own national case in a clearer or more compact form. I might occasionally feel inclined to kill Mr. Long; but under the approaching shadow of Goethe, I should feel more inclined to kill myself.

Of course a reasoning Englishman would prefer the rule of Goethe to that of Walter Long, if he should permit himself to reason in such a matter; but he doesn't. He can't. To him such a proposition is beyond all reason; will not bear discussion. That is exactly the Shin Fane answer, when we ask them why they object to us so much. What have we done, etc.? They say they object to us because, good as we may be, we are aliens. So with Indians, South Africans, all the rebels. The feeling of such people is that not even a good government is good if it be foreign.

"Tony" has really enhanced our moiety by his latest effort; and it is on the cards that he and Adversarius must shortly engage in synchronous ingurgitation. "Tony" paying for the first, third, fifth and so on. O. O. An-tony-o
Thanks for your pasticcio
Your topics torrid
Smoothed our forehead
And made us grin like Billy-o.

LOCAL AND GENERAL.

Hunan, Hupeh, Kiangsi and Kwangtung will soon form a federation.

Mr. M. C. Lasher is exempted from the Dental Register requirements.

Dr. W. W. Pearce, our M.O.H., is gazetted to act as Colonial Vet. during Mr. Gibson's absence.

Messrs. Hu Wun Um, Siu Poy Lun, Leung Si Kan, Leung Pui Chin, Sik Yung, and Sung Tsui Lun are registered partners in the Chinese Mercantile Co.

The National Assembly has communicated with the Ministry of Finance to the effect that for protection of public interests, all the Chinese banks in the South-western provinces should be ordered to register without delay.

Since the North River districts are thickly infested with bandits, Lin Fu, the Commander-in-chief of the Second Division of the Defence Corps, has recently sent an officer to Canton to apply for arms and ammunitions in order to send special expedition against them.

The following approaching weddings are announced.—Mr. Jose Maria Victor, of the Standard Oil Company's staff, to Miss Maria Angelina dos Remedios; Mr. George Herbert Elliott to Miss Ada Marie Regden, en route to Hongkong by the "Empress of Russia."

If it be wrong to work cargo on a Sunday, payment of a fee cannot make it right. The Governor is prepared, however, to sell indulgences applied for up to 1 p.m. on Saturdays. In special cases, by enclosing cheque, applicants at the Harbour Office residential quarters may be obliged up to 5 p.m. on Saturdays.

Admiral Lin Pao-yi, the Naval Minister, has recently telegraphed to the Canton authorities stating that the two gunboats, "Yung Cheung" and "Fu An" have already arrived in Chao Chow and Sze-yat respectively. The gunboat, "Chao Ho" is now on her way back to Canton, but the "Haisin" will not return to Canton yet.—C.T.

The Military Government of Canton, according to the *Canton Times*, has agreed to General Wu Pei-fu's proposal by which the four provinces, Kwangtung, Kiangsi, Hunan and Hupeh should join in common action to oppose the Peking Government for having given the Peking-Hankow-Suiyuan Railway as a security for a foreign loan of \$6,000,000.

The authorities of the several districts in Kwangtung have been ordered by the Civil Governor of Canton, says the local paper, to report full particulars of the number of reserve granaries each has ready for storage purposes in case of famine. The Civil Governor is afraid that the people will be in need of aid soon. It is the custom in the districts to store up grain against possible famines.

Chinatown San Francisco is getting dryer, and dryer every day. And Chinese doctors, who are paid for keeping their patients well, are making money while doing no work. It says the *San Francisco Chronicle*. Its not worth while for a Chinaman to get sick when the patient can get no spirits. A Treasury Department ruling made in pre-prohibition days allowed the importation of Chinese wines on the ground that they were used for medicine. But since January 10, the importations have increased greatly, so the Treasury Department told the "prohibition" folks about it and dry squad has held up shipments for the last seven weeks pending a ruling from Washington, which the Chinese importers fear will never arrive.

On account of the strained circumstances in shipping circles, many small Japanese dockyards have been obliged to close and quite a number of them have gone bankrupt or in turn been absorbed by the larger shipbuilding firms. Cancellation of orders has been steadily flowing in and the price of ships is steadily falling. The best example of this downward tendency is the recent contract between the Kawasaki Shipyard and the Uchida Steamship Company, for a steamship of 8,000 tons 2280 per ton to be delivered in November. Vessels can be bought at the present time in Japan for as little as 180 per ton; for wooden steamers of uncertain age, but for the average steamer of about 2,000 tons the price runs at about 1150 per ton.

LOCAL AND GENERAL.

Owing to the increase in the number of paupers in the suburbs of the Capital, the Peking Government is contemplating the establishment of a number of vocational training school to teach them how to earn an honest living.

The British Consulate at Nanking is being raised to the grade of Consulate-General and the Consular staff will be materially increased. It is also understood that a new Consular building and residence for the Consul-General will be constructed.

A correspondent informs the *C. C. Post* that the much dreaded "Killing Tiger" has again put in an appearance at the summer resort. It is further reported that a Chinese has again fallen victim to the monster, having been found in a badly mauled condition.

The Superintendent of the Board of Conservancy Works of Kwangtung has reported that the funds required for the improvement of the three rivers in this province will be for the West River, \$19,500,000; for the North River, \$10,900,000; and for the East River, \$4,600,000. Total expenditure will amount to \$35,000,000.

The *Shanghai Gazette* does not hear whether the scheme inaugurated by a local skipper to promote a Nautical School in Shanghai for the benefit of the juniors on the coast has yet been accomplished. The School would be a welcome innovation and deserves, when it does get established, to be well supported by the nautical fraternity.

There was a bank holiday in the Straits the other day and the Government offices remained open! A great many people fainted when they heard of this awful desecration of tradition and the sensation caused has only once before been equalled, when Black Michael announced that the Tanjong Pagar Arbitration would continue its sittings on the afternoon of Race Days.

The Osaka Shosen Kaisha has refused to accept the offer of the Tokyo Kisen Kaisha to pay for the delay in sailing of the "Africa Maru" caused by standing by and giving assistance to the "Kiyo Maru" when she was on fire off Honmoku. It was stated that any assistance rendered by the "Africa Maru" is merely a duty which any steamer owes to another in distress and not a matter of money.

The case was mentioned at the Colombo Police Court on June 22 in which Mrs. Violet Elaine Walboff was charged with having bigamously married Mr. G. E. Nalpon at Singapore. Inspector Hay de Saram, of the C.I.D., who filed the complaint, moved to withdraw the charge as the alleged offence had been committed outside the jurisdiction of the Court. The application was allowed.—*Ceylon Independent*.

A correspondent writes to the *Shanghai Gazette*:—"Messrs. Jardine Matheson and Co., Ltd. in a circular issued to the masters, officers and engineers employed in the vessels of the Indo-China S.N. Co., state that the demands of the China Coast Officer and Engineer's Guilds for a 50 per cent increase in salaries cannot be met owing to a variety of reasons but they will consider granting a 10 per cent increase to the married men. No mention is made of retrospective increase or increase to the salaries of the junior officers and engineers or 'single men'."

Dr. August Gramatzky, a German and formerly professor in several Japanese Colleges, was obliged to give up a "business trip" from Yokohama on the O.S.K. liner "Alaska-maru" to Havana, via the Panama Canal. It is stated that he bought a ticket through the "good offices" of Dr. Sata, President of the Osaka Medical University, but his passport was not issued by the American Consul-General. The German professor has, it is stated, been in Japan over forty years, and during the war was in Mexico. He returned to Japan two months ago on the T.K.K. "Seiyo-maru."

An ordeal involving his professional honour was recently experienced by a French doctor named Tissot, who lives at Bonneville, near Geneva. He was on his way to a neighbouring village where a patient with influenza was in a serious condition, when his carriage was overtaken by a messenger who said that the doctor's 17-year old son had fallen into a ravine while collecting Alpine flowers and fractured his skull. The physician, after hesitating a few minutes, drove on to his patient. On returning home he found his son dead.

CAN YOU AFFORD THE RISK?

WERE you ever seized with a severe attack of camp colic or diarrhoea with net a bottle of Chamberlain's Colic and Diarrhoea Remedy in the house? Don't take such risks. A dose or two will cure you before a doctor could possibly be called, and it never fails even in the most severe and dangerous cases. For sale by all Chemists and Storekeepers.

CHILDREN'S CORNER.

[CONDUCTED BY "PETER PAN."]

My dear Children,

You always have a holiday on a Saturday and then you have more time for playing and reading.

And so, every Saturday, I am going to put some stories and verses in this paper for you to read and sometimes we will have competitions and puzzles and riddles and I despatch there will be prizes too occasionally!

Don't you think that will be rather fun?

And because grown-ups are not always quite as grown-up as they appear I am going to sign myself

Your loving,
PETER PAN.

THE GARDENER'S BROOM.

It was autumn and the leaves were coming off the trees and blowing about all over the place.

Molly was looking out of her nursery window watching them and listening to them rustling along the ground. "I do wonder why they are in such a hurry," she said to herself.

Just at that moment five brown shrivelled up-leaves blew on to the window sill and one of them, as it touched the window, turned into a tiny nut brown man who took off his pointed hat and bowed low before Molly.

"I, who am the King's Messenger, can answer your questions, Madam," he said, and Molly, who was only seven and had never before been addressed as Madam felt very important and answered in what she thought was the correct manner, "Pray continue, my noble lord."

"We none of us dare stay still for more than a few minutes," the little man went on. "Because we are always trying to get away from a monstrous thing known as the gardener's broom which sweeps us up into all sorts of unpleasant places. And we all want to get to the woods where we can spend a quiet and comfortable winter, each one with his family round him. It is my duty to warn the leaves from which direction the gardener's broom is coming and to hasten them on to the woods."

"Do you hurry along the ground like the rest of the leaves, Mr. King's Messenger?" asked Molly. "Or can you go any faster?"

"I go much faster, Madam," he replied, "and if you would like it I will take you with me."

"Thank you so much," Molly cried. "I should just love to go with you."

Whereupon the King's Messenger gave a shrill whistle and four fat spiders came bustling along. They went up to the leaves which were still lying on the window sill and in a few minutes had fastened them together with strong threads and had made a neat little carriage with a web at each corner for a wheel.

"Give me your hand, dear Madam," said the King's Messenger to Molly, and as soon as he had placed her little finger on the carriage she dwindled away until she was small enough to get in.

"As you are not used to this way of travelling, allow me to strap you in," he said then and at once the spiders tied Molly firmly in with threads.

Then the King's Messenger clapped his hands and off they went, as though drawn by invisible horses, down the side of the house, along the garden paths and bump, bump over stones and over flower and vegetable beds, so fast that it nearly took Molly's breath away.

"And all the time the King's Messenger, who was looking through a pair of glasses, called out 'Broom in the garden to the right!' or 'Broom coming down the gutter behind you!' and away all the brown leaves around them went scuttling and rustling.

At last they came to a wood where all was quiet and in the hollows brown leaves lay piled up, having a rest after their hurried journey. Then home again by another way, with the King's Messenger giving his orders all the time, until they reached Molly's nursery window sill once more.

"Now," said the King's Messenger, as Molly stepped back into the room and regained her original size, "your questions have been answered and I will wish you good-bye."

"Good-bye and thank you very much," Molly replied, but almost before the last words were out of her mouth the King's Messenger was a speck in the distance, whirling along in his leaf chariot.

—E. D. S.

THE WATER BABE.

As I was sitting by the pool
Thinking it looked so nice and cool,
All shining in the sun,
I heard a splash and then a cry,
A water babe went twinkling by,
He was a tiny one.

No bigger than my Teddy bear
But with the longest golden hair
And eyes of brightest blue
So fat and plump, with skin like snow
He went a-splashing, to and fro
And looked me through and through.

I think he must have thought me nice,
He smiled at me just once or twice.

And laughed aloud with glee,
I could have played with him all day
But not a word then could I say,
He came so suddenly.

A great big fish came swimming by,
I wondered if he'd laugh or cry,
He didn't seem to mind,
But as the fish went on apace,
I saw him spring with ease and grace
And jump on from behind.

Now down the pool so fast he flew
To where the water lilies grew,
His laugh like music rang,
And as he neared a lily gold
He suddenly looked very bold
And on a leaf he sprang.

Alas, the leaf was old, and snapped,
He rolled out of it's glossy lap
Into the water cool,
I waited for an hour or more,
But all was quiet as before,
No ripple on the pool.

I looked and looked with all my might
But saw no more that water sprite,
He'd vanished quite away.
So home I went and as I ran
I thought, "Just wait my little man,
I'll come another day."

—E. D. S.

YARN MARKET.

Messrs. Polishwalla & Kotwall, cotton and yarn brokers, report on July 16 as follows:—

Since our last report on the 16th ult. by Mr. "Nellor," the weakness in our yarn market had become rather intense in consequence of pressure to sell by some importers, thereby rendering the position of market as one of serious consideration. However, towards the latter period there came encouraging reports from Bombay market, where considerable buying took place for local consumption and rates advanced about Rs. 50 a bale. This had the most desirable effect on the general tone of market here and buyers snapped up desirable cheques of No. 10s at an increase of \$10 to \$15 per bale. The bulk of the sales took place in 10s count and it is reported that a good portion of these sales was made of Shanghai consignments which some of the importers thought of converting here. Although the market remains steady, there have no further sales come to book for the last few days and it seems as though buyers are surfeited in the meanwhile.

Notwithstanding this improvement, No. 20s counts are still neglected because of competition from Japanese and Shanghai Mills, and the value of this particular count in Bombay is so tempting that some importers have re-shipped their holdings there. This constitutes a most peculiar incident in the annals of Indian yarn trade.

Sales 8,000 bales.
Unsold Stock 5,500 bales.
Bargains 17,000 bales.

Arrivals:—From Bombay 8,000 bales.
Shanghai:—Although there is some movement in yarn, the sales registered there during the period are not of any magnitude and in face of present political ferment in the North, it is doubtful any change for the better would occur there in the near future.

Japanese Yarn:—The prices of this yarn have still remained very low and nothing of importance has passed during the interval. The following are the latest quotations:—Nagasaki, No. 20s, at \$280; 3 Horses, No. 16s, at \$275; 3 Horses, No. 20s, at \$265; Yellow loss, No. 20s, at \$255-260; Senu, No. 10s, at \$230; Senu, No. 20s, at \$280; Blue Fish, No. 20s, at \$275.

Raw Cotton:—No stock. Quotations: Bengal at \$40/46 per picul; Chinese at \$42/50 per picul.

WEEKLY SHARE REPORT.

Messrs. W. Logan & Co. report on July 16:

Since our last report of the 9th inst. our market, owing to tight money has been very dull with only a small amount of business passing. The Shanghai market appears even worse than Hongkong and quotations coming through are nominal ones.

Banks.—Hongkong, and Shanghai Banks, sales have taken place at \$660/670 and more shares are wanted at the latter rate.

Marine Insurance.—Unions have buyers at \$195. North China's Tls. 160. Cantons \$394.

Refineries.—China Sugars were done at \$227, but have now buyers at \$230. Malabars are wanted at \$55.

Docks and Wharves.—Kowloon Wharves, after sales at \$84, have buyers at that rate. Kowloon Docks, no business in this stock is reported and shares are on offer at \$150. Shanghai Docks are enquired for at Tls. 131 and New Engineering's Tls. 29.

Miscellaneous.—The following are all buying quotations: Cements \$7.20; China Providents \$74; Dairy Farms \$23; Electric \$194; Hongkong Ropes \$23; Peak Trams (old) \$6; Steam Laundries \$5; Waterboats \$14; Powells \$114; and Wisemans \$35.

WALLA WALLA.—A cable from the harbour but never double-crossed you. Phone No. 8510.

MERCURY MOTOR CAR CO.

59-61 Des Voeux Road Central, HONGKONG.

TELEPHONE 1345

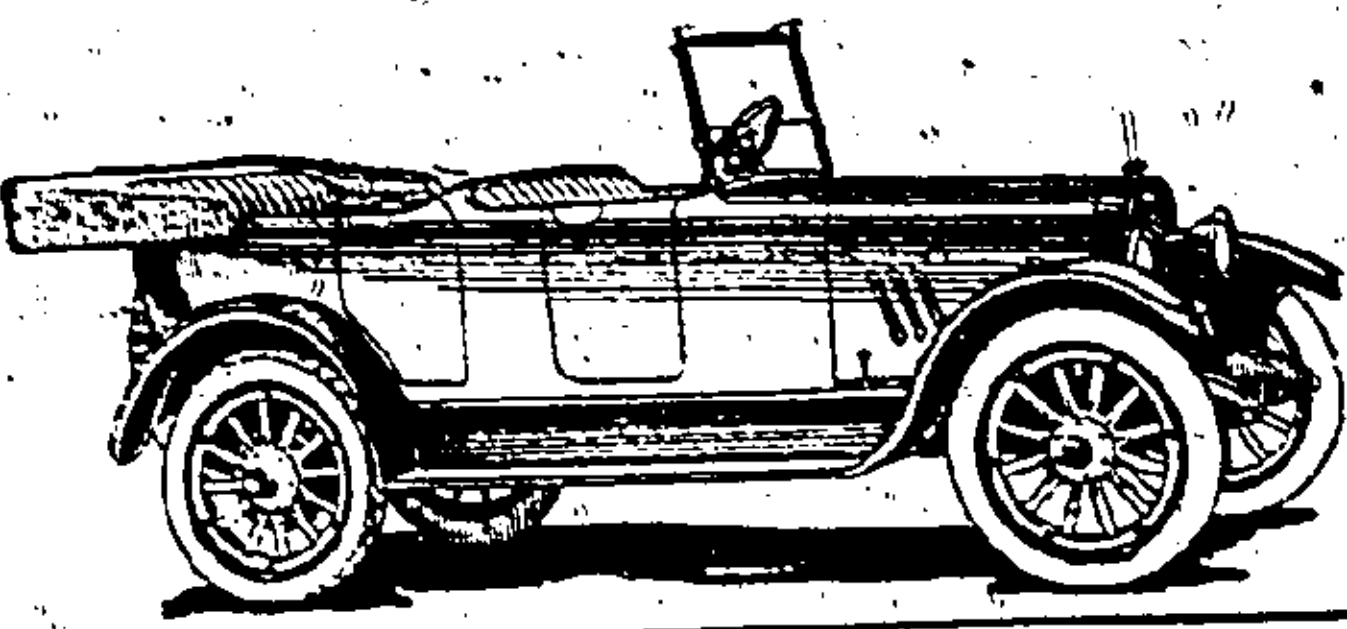
GENERAL OFFICE 1345

SALES BRANCH & SHOW ROOM 1345

ROBINSON ROAD, HONGKONG

WEST POINT BRANCH 1345

WEEK SHOP 1345



AMERICAN MARINE BILL.

SPLIT IN FREIGHT CONFERENCE POSSIBLE.

LOCAL SHIPPING FIRMS INTERVIEWED.

Should the American Marine Act, which has now passed both the House of Representatives and the Senate, and has been signed by President Wilson, become effective in such a way that American Shipping Board ship operators are able to quote lower, on through freight, than their foreign competitors, a split in the Trans-Pacific Freight Conference is almost inevitable.

The Trans-Pacific Freight Conference has now been in operation for several years, being an outgrowth of the war. A recent notable withdrawal from the Conference was that of the Blue Funnel Line. According to one of the clauses in the agreement, three months' notice must be given in case of withdrawal. In order to be prepared for the contingency, in the case of one large Japanese company, tentative notice of withdrawal has already been handed to the Secretary of the Conference, effective, however, only in the event of the Bill and its preferential provisions for American shipping board vessels, going into effect.

The local manager of this company informed a representative of the China Mail that he understands that the provisions of the American Marine Act become effective on September 6, but that a month's notice may possibly be given, thereby making the date of application of its provisions on October 6.

The local manager of another Japanese steamship concern informed our representative that his company has no intention of withdrawing from the Trans-Pacific Freight Conference unless forced to do so by circumstances. He says that several of the shipping board ship operators are members of this conference, and it all depends upon their action, and the action of the Shipping Board itself, whether or not the Trans-Pacific Freight Conference will split.

By the provisions of the American Marine Act, American Shipping Board operators could quote low through rates, that is low rates for railroad transportation to points in the United States as a matter of preference, while foreign companies could only obtain on the railroads domestic American rates, which are much higher. In fact, it is said that the application of the domestic rates on through cargo would eliminate all profit on freight transactions and occasion loss. If withdrawals take place, they will become effective immediately upon the application of the principles of the new American Marine Act.

The Act is evidently designed to foster the upkeep of the new American mercantile marine, especially that part of it under the supervision of the Shipping Board. In America, it seems, the word "subsidy" arouses antagonism on the part of various interests. This Act, however, if put into effect as it stands, would mean a much greater fostering of the "marine infant" than would a subsidy, because a subsidy applies to only a few ships of a nation in proportion to the number operated, whereas the provisions of the American Marine Act would have a wholesale application.

It is fully expected that Great Britain, Japan, and other countries affected by the new Act will protest through their Ambassadors against the application of the Act in a discriminatory way against their shipping. It is felt that the matter is still unsettled and that the near future will bring some moderation in the application of the provisions of the new Act.

AMERICAN COMMENT.

It is intimated that the British Government will probably make diplomatic objection to two clauses of the



HONGKONG FISH AND CHIP SERVICE.

A VISIT TO THE FRYERY.

INTERESTING DESCRIPTION OF THE WORK THERE.

Although the fried fish and chip trade has been known to mankind for close upon forty years, there is undoubtedly much connected with the business that is but little known to the man round the corner. Situated at the top of the gentle slope in Ghee Street, the frying establishment of Ah Lum and Company is surrounded by a veritable oasis of flat duck and garlic emporia.

Our representative peregrinated thither recently for the purpose of interviewing Ah Lum and obtaining some facts for our readers. He realized on approaching that a July day is not quite the best time for entering the aura of fish and hot oil, and he ceased to wonder that the premises should be *terra totia* to the "Peak dwellers."

On reaching the sanctum of Ah Lum, he found that gentleman very sympathetic. He showed him round. The work of the Fryery may be divided into four parts.

- (1) Fish
- (2) Potatoes
- (3) Oil
- (4) Fire

Correct combinations of these four are obtained by the definitely coordinated energies of two assistants in singlets and shorts. Our representative was much impressed by the scientific way in which the raw tubers evolved into ten cents worth of greasy delight.

It may be mentioned that each potato is recruited directly from a barrel. It is also evident that considerable mechanical and scientific knowledge is necessary for the correct inter-relations of heat, oil, and material.

Mr. Ah Lum then showed and explained the fryingpan, the slice, the ladle, and the poker, the last being particularly interesting. The oil, he explained, is a very differently evolved article to that with which the Romans used to fry the early Christians, its chemical constitution belonging to the arcana of expert research. Mr. Ah Lum stated that he considered the new apparatus for the purpose he had seen. He added that as fortuitous earthquakes have been found to agitate the oil in the pan in such a way as to spread the browning of the fish evenly, a seismograph for the registration of such vibrations is on order from Ireland. Without the ready but not gratuitous co-operation of the Gas Company, Mr. Ah Lum showed that firewood would be necessary.

Mounting to the roof of the fried fish shop, a fine view of Kowloon and Wanchai is obtained, and as the dense mass of buildings on shore and steam and sailing craft afloat is contemplated, the responsibility of Mr. Ah Lum for satisfying the fish and chippy cravings of such a multitude is perhaps more fully comprehended. The frizzling of the first pan load paralyses the passerby, perhaps futilely, if he haven't the price of a taste; it titillates agreeably the olfactory nerves, and causes loss of appetite.

TRADER MURDERED.

WHAT WAS THE MOTIVE?

ROBBERY OR TRADE RIVALRY?

At the Magistracy yesterday afternoon, before Mr. N. L. Smith, the preliminary enquiry was held into a charge of murder preferred against a Chinese travelling trader.

Sub-Inspector Murphy prosecuted. The accused, who was not represented by counsel, pleaded not guilty. Telling the story, Inspector Murphy said that both the deceased and the accused were natives of the same village in San Wui district, and were registered with the Sze Yap S.S. Company as travelling traders, then receiving certain privileges. At 7 a.m. on July 1, the date of the murder, the defendant left two baskets at a shop on the first floor of No. 179 Connaught Road Central, for safe keeping. At 3 p.m., the same day, the deceased left No. 126 Des Voeux Road Central, with two baskets containing \$400, with the intention of boarding the s.s. "Onlee" which was due to sail at 7 p.m., for Kongmun. On the way to the wharf, he met the defendant who prevailed on him to go with him to Lower Lascar Row to get some orders. The defendant suggested that the two deceased would leave the two baskets for the time being at No. 179 Connaught Road Central, where he said he had also left his own baskets for safe keeping. The people in the house were well known to him, and everything would be all right. On this assurance, the deceased agreed. About half an hour later, the deceased, as witnesses would state, staggered into No. 126 Des Voeux Road, and told his folks that he had been stabbed by the defendant. He had a dagger in his hand, and was bleeding from a wound in the back. He had his two baskets with him, and these he entrusted to his folks, after which he walked out of the shop and leaned against a lamp post until an ambulance arrived. The defendant's photograph was obtained by the Police from the Sze Yap Company. A watch was at once kept on all wharves and railway stations, especially the Kongmun Wharf, where, ten minutes before the "Onlee" sailed, defendant made his appearance and was arrested. The motive of the attack on the deceased was believed by the Police to be robbery, as both men were on quite good terms. One point in support of the theory that robbery was the motive, said the Inspector, was the fact that the defendant had suggested to the deceased that he should leave his baskets at No. 179 Connaught Road Central, where he (defendant) could get free access to them. There was no direct evidence of murder against the accused except the deceased's depositions to his folks and to the Police. But, said the Inspector, the circumstantial evidence was very strong.

Dr. H. H. Scott, Government Bacteriologist, deposed that he examined the dagger produced, and found traces of human blood on the blade.

Dr. Y. K. To, Assistant Superintendent of the Government Civil Hospital, testified that death was due to internal hemorrhage caused by a wound, which could have been inflicted by a weapon running in the one produced.

STRANDED "KOYO MARU."

ASHORE IN GULF OF MEXICO.

Word has not yet been received by the Hongkong Office of the Togo Kisen Kaisha of the amount of damage done to the s.s. "Koyo Maru," of that company when she went ashore in the Gulf of Mexico on June 28.

The vessel, which plies from the Far East to Havana and other ports through the Panama Canal, sailed from Hongkong on February 29. Arriving at Havana, she discharged her cargo and proceeded to New Orleans where ships on this run generally load considerable cargo for the Far East, principally Japan. The vessel does not call at Hongkong after returning through the Panama Canal on her homeward voyage but proceeds to San Francisco, thence to Yokohama and Kamae. As the cargo taken on the homeward voyage is principally for Japan, the stranding of the vessel will not affect the Hongkong office. After leaving New Orleans, on her way to the Eastern entrance of the Canal, the vessel stranded on the Serrana Bank in the Gulf of Mexico. Further particulars from Japan as to the amount of damage done are expected by the Hongkong office of the T.K.K. any day.

MAN OVERBOARD!

PASSENGER LOST AT SEA.

Capt. Ealsen of the s.s. "Prosper," reports that while the ship was on a voyage to Hongkong from Saigon, on the 13th inst., when the vessel was in about 12° 22' North Latitude and 109° East Longitude, at about 1.30 p.m., the Second Officer, who was on watch, gave the alarm of "man overboard."

The engines were immediately stopped and the Chief Officer and a party of four took to a boat and searched the scene of the accident without success. The vessel then circled round the spot at slow speed for about an hour in the hope of recovering the missing man, but the search proved fruitless, and voyage was continued at 2.30 p.m.

The unfortunate man was a Chinese passenger from Saigon named Tan Lee Seng. The weather was fine and the sea smooth at the time. No explanation could be given for the total disappearance of the man.

A Chinese folk of the deceased deposed that he was present in the shop at No. 126 Des Voeux Road Central when the deceased came in and said he had been stabbed by the defendant. This witness told the Court that the deceased's business was a very prosperous one.

Mr. Smith enquired from Sub-Inspector Murphy at this stage if the motive of the attack on the deceased was not really attributable to trade rivalry?

The Inspector replied that he was inclined to disagree with that theory having consideration of the defendant's questionable character. He was not what one could call an "honourable and trustworthy" man. After several more witnesses had been examined the Court adjourned.

\$5,000 FINE.

POSSESSION OF OPIUM.

At the Magistracy this morning, before Mr. R. C. Hutchison, Chief Preventive Officer Wildin charged an elderly Chinese woman, the mistress of a cargo boat, with the unlawful possession on board the boat, of 1,564 taels of prepared non-Government opium.

Defendant admitted possession, but denied guilty knowledge. She said that the drug, done up in several parcels, was entrusted to her for safe keeping by a friend who did not inform her of the contents.

Inspector Wildin said that the defendant's junk was unloading a cargo of firewood on the Praya yesterday, when he boarded it to search for contraband. In the defendant's quarters, he discovered about 1,000 taels of the drug. A search in the crew's quarters at the bow of the ship, brought to light another 500 odd taels.

The Magistrate imposed a fine of \$5,000 or six months' hard labour. The drug was confiscated.

OLD EXCUSE FUTILITY.

Inspector Purden, of Mount Gough Police Station, charged a Chinese with the unlawful possession of 4 taels of prepared non-Government opium.

The defendant said that a friend gave him the parcel containing the drug. He did not know its contents. After hearing evidence the Magistrate imposed a fine of \$200 or six months' hard labour, and ordered the drug to be confiscated.

TO-DAYS ADVERTISEMENTS.

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending 30th June, 1930, will be PAYABLE on TUESDAY, August 10th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 3rd to TUESDAY, August 10th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.

JOHN ARNOLD,

Secretary.

Hongkong, July 17, 1930.

WANTED.

WANTED—By BRITISH FURNISHED BEDROOM, Happy Valley District. Reply Box No. 1218, c/o "China Mail."

A SHEFFIELD FIRM OF STEEL MANUFACTURERS making all grades of Crucible Cast Steel including High Speed and Stainless Steel are desirous of appointing Agents for China.

Apply "HIGH SPEED" c/o GOMOS & GORRA LIMITED, 15, St. Bride Street, London, E.C.4, England.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

TUESDAY, July 20, 1930,

commencing at 11 a.m.

at Godown E of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

12 Forged Steel Bars,

6 1/2" dia x 16' long.

5 Forged Steel Bars,

7" dia x 16' long.

(Suitable for shafts, ships davits, etc.)

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

on

TUESDAY, July 20, 1930,

commencing at 11.15 a.m.

at No. 4 Godown, Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

160 Bags Pig Iron.

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, July 17, 1930.

THEATRE ROYAL

TO-NIGHT at 9.15.

"THE QUANTS."

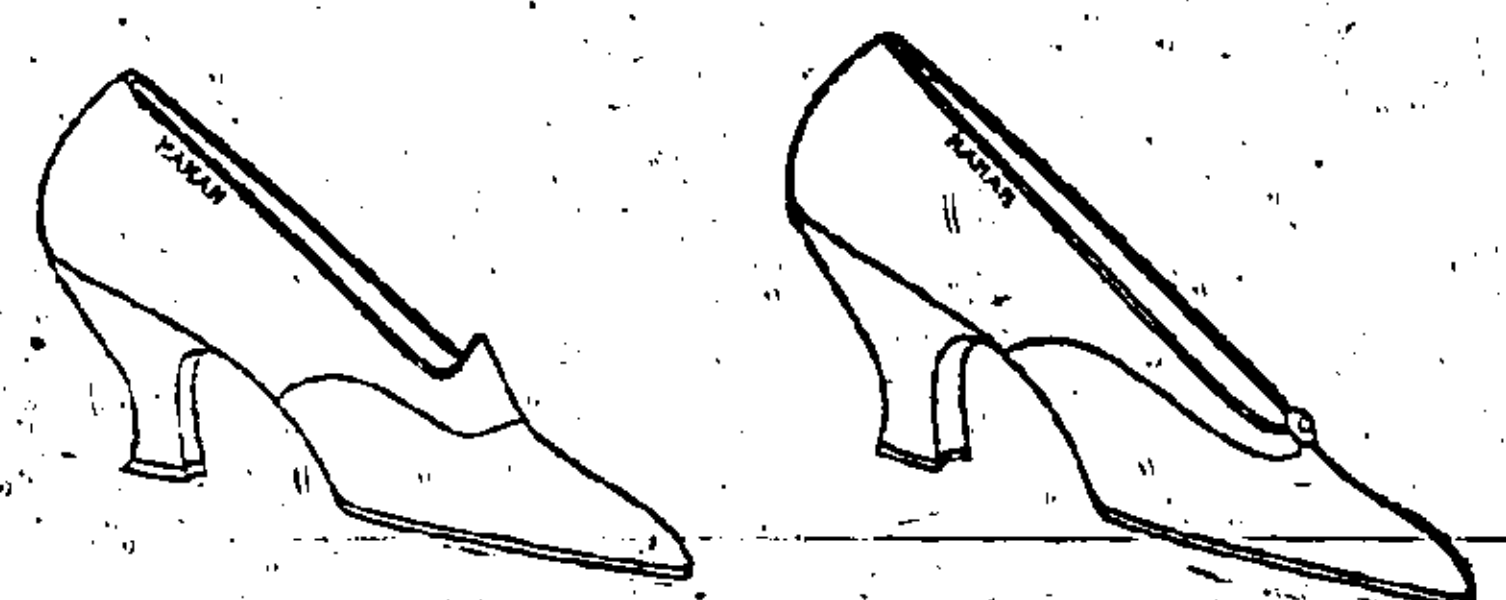
NOTICES.

Walk-Over SHOES

FOR WOMEN

FOOTWEAR FASHIONS for 1930

A large Consignment of the very Newest Models of Shoes and Pumps for the coming season has just been received. Ladies are cordially invited to see the very comprehensive range of 1930 Spring Models. Probably at no other establishment can such a variety of charming footwear be seen.



LANE, CRAWFORD & CO.

Telephone 1741.

RECORD No. A2851.

"DARDANELLA"

THE GREATEST DANCE OF THE YEAR.

THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP.)

ROUND THE ISLAND OF HONGKONG.

BY

THE BEST & MOST COMFORTABLE MOTOR CARS

AT

THE SPECIAL REDUCTION PRICES:—

HUDSON or CHANDLER, 7—passenger Motor Car \$12.00

OAKLAND, 5—passenger Motor Car \$ 8.00

Phone 2499.

BREEZY GARAGE,

161, Des Voeux Road, Central,

(next to Sincere Co., Ltd.)

PEPSODENT

TOOTH PASTE

FRESH STOCK JUST ARRIVED.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

PORT, CLARET & WHITE WINES.

From the oldest and most reliable "Porto" Houses.

WORLD RENOWNED BRANDS

PORT WINES

Bello Sexo, per case of 1 doz Qts, duty paid \$40

Distincto, do do \$32

Porto Unb, do do \$30

St. Antonio, do do \$24

Frei Agostinho, do do \$24

CLARETS

Vinho Tinto, do do \$10

Collar, do do \$17

WHITE WINES

Vinho Branco, do do \$12

Casa Alto Douro, do do \$14

AGENTS:—

GANDE, PRICE & CO., LTD.

WINE MERCHANTS.

Tel. No. 135.

6, QUEEN'S ROAD, CENTRAL,

HONGKONG.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings.—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings.—
To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 8 a.m.)
From Macao—daily at 8.30 a.m. and 5 p.m. (Sundays at 6 p.m.)

Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
NEW YORK.

S.S. "LOWTHER CASTLE"

Sailing on or about 29th July.

LLOYD TRIESTINO

FOR SHANGHAI AND JAPAN.

S.S. "INNSBRUCK"

Sailing on or about 4th August.

S.S. "HUNGARIA"

Sailing on or about 31st August.

FOR BRINDISI, VENICE, TRIESTE, Etc.

TAKING CARGO ON THROUGH BILLING

TO LEVANT, BLACK SEA & DANUBE PORTS.

VIA SINGAPORE, PENANG AND COLOMBO.

S.S. "PILSNA"

Sailing on or about 5th August.

S.S. "INNSBRUCK"

Sailing on or about 6th September.

S.S. "HUNGARIA"

Sailing on or about 3rd October.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "BORNEO MARU"

Sailing on or about 26th July.

FOR JAVA.

S.S. "RIJUN MARU"

Sailing on or about 31st July.

OCEAN TRANSPORT Co., Ltd.

(TAITO KAIUN KAISHA.)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING TO SOUTH AFRICAN

PORTS with transshipment at CALCUTTA

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1890). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ALPS MARU (Call Marseilles).....Tuesday, 7th Sept.

ATLAS MARU (Call Marseilles).....Saturday, 25th Sept.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

MEXICO MARU.....Sunday, 8th August.

CHICAGO MARU.....Tuesday, 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

BURMA MARU.....Tuesday, 20th July.

SAIM MARU.....Beginning of August.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

UNNAN MARU.....Sunday, 1st August.

SYDNEY & MELBOURNE—Monthly service taking cargo, to New Zealand and Pacific Islands.

KOHSOKU MARU.....Saturday, 24th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

MANILA MARU.....Tuesday, 20th July.

AFRICA MARU.....Saturday, 1st Aug.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

ALTAL MARU.....Thursday, 22nd July.

JAPAN PORTS—Mojito, Kobe Yokohama, Yokohama.

LUZON MARU.....Saturday, 24th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.R.K. wharf near the Harbour Office.

AMAKUSA MARU.....Sunday, 18th July.

TAKAO via SWATOW and AMOY.

BOSU MARU.....Thursday, 29th July.

For sailing dates and further particulars please apply to—

SAN FRANCISCO & NEW ORLEANS.

CELEBS MARU.....Saturday, 17th July.

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 744 and 745.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

MANILA, CEBU & ILOILO.....HANYANG.....July 17, at 4 p.m.

SHANGHAI AND TSINGTAO.....TEAN.....July 17, at 4 p.m.

AMOI, SHANGHAI AND FUKOW.....SEASUNG.....July 20, at 10 a.m.

SWATOW AND BANGKOK.....CHINEVA.....July 20, at 11 a.m.

WEIHSUI, CREEFOO, NEWCHANG.....HUICHOW.....July 21, at 4 p.m.

SHANGHAI.....SINKIANG.....July 22, at Noon.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent

Saloon accommodation, staterooms, Electric Light and Fans in Saloon and

Staterooms. Regular schedule service between Canton, Hongkong, Shanghai

(thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Telephone No. 26.

AGENTS.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"KEKETTICUT".....About July 18th.

"WHEATLAND".....About July 22nd.

"ELDRIDGE".....About July 26th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe.)

"PAWLET".....About July 26th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephone 2477 & 2478.

Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES

NEW YORK and/or BOSTON.

Via Panama

S.S. "KEKETTICUT".....About 18th July.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

TELEPHONE

AGENTS.

5TH FLOOR

2477 & 2478.

HOTEL MANSIONS.

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

TELEPHONE

AGENTS

5TH FLOOR

2477 & 2478.

HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

OUR DEPARTURES.....ABOUT.....SAILING.....ABOUT

S.S. WEST MONTOP.....July 25.....S.S. WEST MONTOP.....July 25

S.S. WEST HIKKA.....Aug. 10.....S.S. WEST HIKKA.....Aug. 11

S.S. VINITA.....Sept. 12.....S.S. VINITA.....Sept. 13

S.S. WEST HIXTON.....Oct. 7.....S.S. WEST HIXTON.....Oct. 10

Through Bills of Lading to all U.S. and Canadian Overland Points;

no Transshipment on route.

Ship's connection with the Pacific, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—HONGKONG, SHANGHAI, MANILA, SINGAPORE.

HONGKONG Office—Primer's Buildings, Chater Road.

CHAS. E. RICHARDSON

General Agent for South China.

Telephone No. 1021.

SHIPPING

CP O S

HONGKONG TO VACOUVER

(via Shanghai, Nagasaki (Mojito) Kobe & Yokohama)

STEAMERS.....FROM.....VACOUVER

Empress of Japan.....July 20.....Aug. 10

Empress of Asia.....July 20.....Aug. 10

Monteagle.....Aug. 12.....Sept. 5

Empress of Japan.....Aug. 28.....Sept. 18

Empress of Asia.....Sept. 14.....Oct. 5

Empress of Japan.....Sept. 23.....Oct. 11

Monteagle.....Oct. 21.....Nov. 8

Empress of Japan.....Oct. 28.....Nov. 19

Empress of Asia.....Nov. 9.....Nov. 30

Empress of Japan.....Nov. 18.....Dec. 6

Empress of Asia.....Dec. 16.....Jan. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here, will cover all such reservations.

For Fares and other information please apply to

HONGKONG OFFICE.....Cable address: CANADIAN PACIFIC

Telephone No. 26.....AGENTS.

OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

REGULAR SERVICE.

"NANKING" (15,000 tons)....."NILE" (11,000 tons)....."CHINA" (10,200 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING".....August 19th 1920.

"NILE".....August 23rd 1920.

"CHINA".....July 22nd 1920.

AN UNPARALLELED HIGH CLASS

PASSENGER SERVICE.

C. H. RITTER, Tel. Passenger Dept. 1234.

Primer's Buildings, 100 Home Street. Tel. Freight Dept. & Agent, 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High-Class Coast Steamers having good

Accommodation for First Class Passengers, Electric Light and Fans in Staterooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

DEPARTURE.....CAPTAIN.....LEAVES.

HAIKONG.....Capt. W. O. Passmore.....TUESDAY, 20th July, at 2 p.m.

HAIKONG.....Capt. A. H. Stewart.....FRIDAY, 23rd July, at 2 p.m.

HAIKONG.....Capt. J. S. Thomson.....TUESDAY, 27th July, at 2 p.m.

AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LARPAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELLA

DELAGOZA BAY, DURBAN (S'pore), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

| S. S. | Tons | From Hongkong (about) | Destination |
|-----------|-------|-----------------------------|------------------------------|
| "DILWARA" | 5,400 | 18th July Dlight | Singapore, Colombo & Bombay. |
| "DEVANHA" | 8,100 | 23rd July | MARSHALLS LONDON & A'werp. |
| "KALYAN" | 8,000 | 7th Aug. | MARSHALLS LONDON & A'werp. |
| "PLASST" | 7,400 | 28th Aug. | MARSHALLS LONDON & A'werp. |
| "RHIVA" | 8,000 | 14th Sept. | MARSHALLS LONDON & A'werp. |

BRITISH INDIA-APCAR SAILINGS (South)

| S. S. | Tons | From Hongkong (about) | Destination |
|-----------|-------|-----------------------------|-----------------------------------|
| "TORILLA" | 5,200 | 28th July at 1 p.m. | Straits, Rangoon and Calcutta. |

EASTERN & AUSTRALIAN SAILINGS (South)

| S. S. | Tons | From Hongkong (about) | Destination |
|--------------|-------|-----------------------------|--|
| "ST. ALBANS" | 4,800 | 19th July, at 4 p.m. | Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne. |
| "EASTERN" | 4,000 | 26th Aug. | |

SAILINGS TO SHANGHAI & JAPAN

| S. S. | Tons | From Hongkong (about) | Destination |
|-----------------|-------|-----------------------------|--------------------------|
| "KALYAN" | 9,000 | 18th July Dlight | Shanghai, Kobe and Yama. |
| "DUNERA" | 5,400 | 18th July | Shanghai only. |
| "TAKADA" | 7,000 | 25th July | Shanghai and Japan. |
| "ARRATON APCAR" | 4,800 | 27th July | Shanghai and Japan. |
| "EASTERN" | 4,000 | 30th July | Japan direct. |

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Passengers and Sailors are liable to be cancelled or altered without notice.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Consignee and the Company's Surveyors, Messrs. Goddard and Douglas at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognized. No
claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freight, &c., apply to
MACKINNON, MACKENZIE & CO.,
82, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.

Cargo to Overland Points U. S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU (Calling Manila) ... Sunday, 18th Aug., at 11 a.m.
KASHIMA MARU (Calling Manila) ... Monday, 16th Aug., at 11 a.m.
FUSHIMI MARU ... Saturday, 11th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

IYO MARU ... Thursday, 22nd July, at Noon.
TSUTA MARU ... Friday, 23rd Aug., at Noon.
SHIDZUKA MARU ... Friday, 20th Aug., at Noon.

HAMBURG, LONDON & ANTWERP via Banjoangwi, Soerabaya, Colombo, Suez and Port Said.

MARSEILLES & LIVERPOOL via Singapore, Colombo, Suez and Port Said.

TOKUSHIMA MARU ... Tuesday, 20th July.
AWA MARU ... Thursday, 22nd July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 21st July, at 11 a.m.
AKI MARU ... Wednesday, 18th August, at 11 a.m.

NEW YORK via the Suez Canal.

TOKIWA MARU ... Tuesday, 20th July.

SOUTH AMERICAN PORTS via Singapore, Rangoon and Calcutta.

PENANG MARU ... Monday, 9th August.

BOMBAY & COLOMBO via Singapore.

SHINJI MARU ... Thursday, 22nd July.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU ... Wednesday, 28th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Wednesday, 21st July, at 11 a.m.

TANGO MARU ... Saturday, 21st August, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KANAGAWA MARU ... Monday, 19th July.

KAGA MARU ... Friday, 20th July, at 11 a.m.

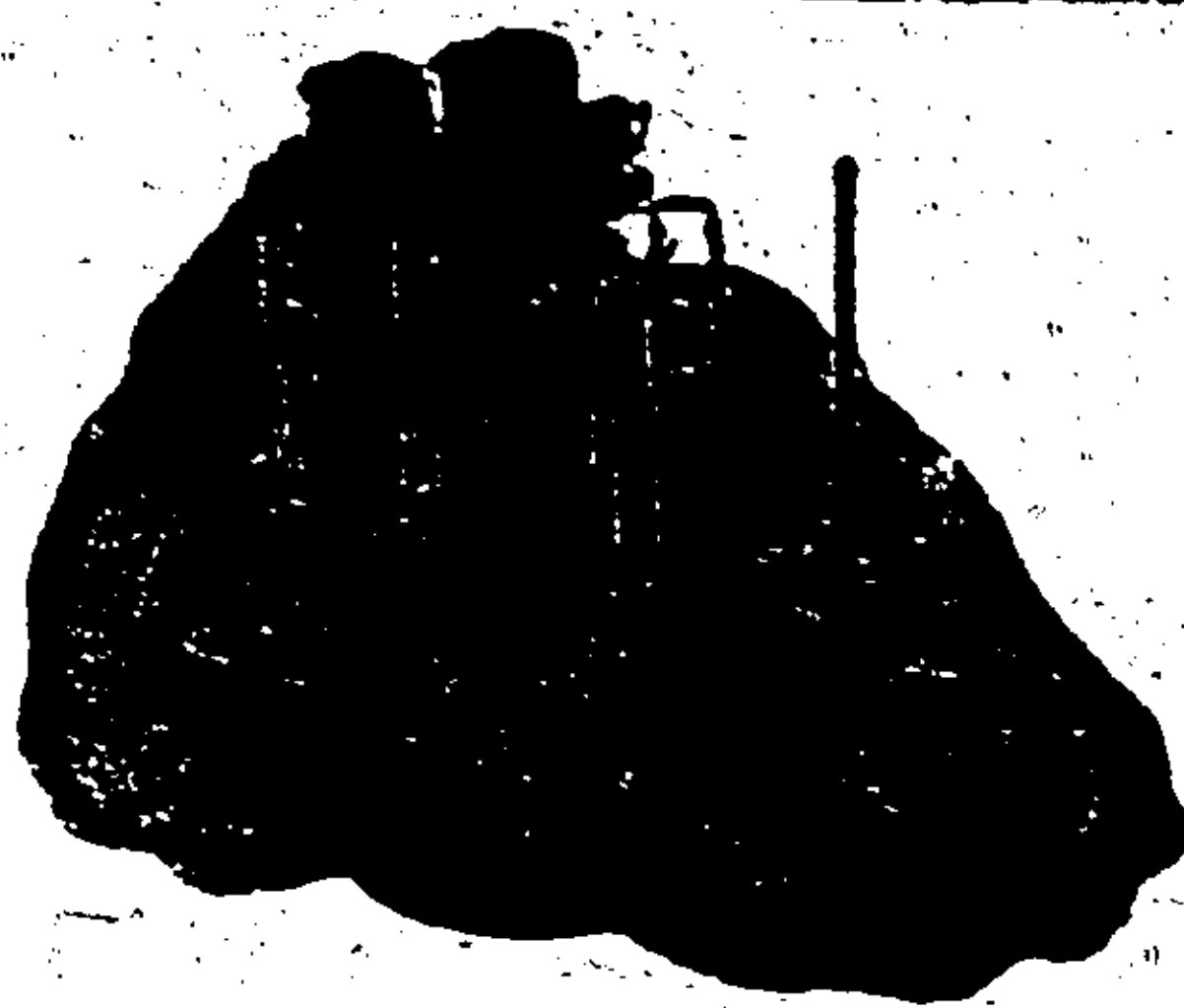
For further information apply to—

NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

Telephone Nos. 205 & 206.

BOLINDER CRUDE OIL ENGINES.

Unsurpassed in
Reliability and
Simplicity.



Unsurpassed in
Reliability and
Simplicity.

MARINE ENGINES
DIRECT REVERSIBLES
5 to 500 B.H.P.

STATIONARY ENGINES
3 to 320 B.H.P.

PORTABLE ENGINES
5 to 30 B.H.P.

Stocks Carried or to order of the Following:—

Delco-Lighting Plants.
"Herbert Morris" High Class Chain Blocks,
Cranes, Travelling Trolleys, etc.
"Algor" Boiler Compound.

Motor Bearing Metals.
Knitting Machines.
Motor Garage Pumps.
Tanning Machinery, etc.

Large Stock of Spare Parts Carried.

Sole Agents for the EAST.

W. G. HUMPHREYS & CO.

MACHINERY DEPARTMENT, HONGKONG.

TEL. 228.

TEL. ADDRESS: ABEONA.

SHIPPING.

WATERHOUSE LINE

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers

For SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"MAQUAN" 15th July.

"WEST IVAN" 20th July.

Further sailings to be announced later.

Through R/Ls issued to all Overland Common Points

in U.S. and Canada.

For rates and further particulars apply to

FRANK WATERHOUSE & COMPANY,

3rd Floor, HOTEL MANSIONS, Tel. No. 3507.

Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

will be despatched on Beginning of August.

To SINGAPORE, PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1574. Agents.

HOO CHEONG WO & CO.

Shipchangers, Metals and Hardware Merchants,

Sail Makers and General Store Keepers,

51 & 52, CONNAUGHT ROAD CENTRAL, HONGKONG.

Telephone No. 581. Code A. B. C. 5th.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years' experience. We own two slipways and can accommodate any craft

of 200 tons long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 409.

Shipping: 100, QUEEN'S ROAD, Kowloon, Hongkong. Telephone No. 2.

Refrigerators furnished on application.

Hongkong, April 1, 1914.

SAVARESSES SANTAL CAPSULES

PHYSICIANS RECOMMEND THEM.

Of all Chemists. Made in London.

NOTICES.

SHIRTS

DINNER and DANCING

Made of thin cool cloth bodies with soft Pique Fronts, either plain or pleated with soft or stiff cuffs.

The coolest and most comfortable Shirt for informal Dress wear.

— ALL SIZES IN STOCK. 14 to 17 inches. —

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16, Des Vaux Road.

Telephone 29.

THE BON TON

LADIES' TAILORS AND OUTFITTERS.

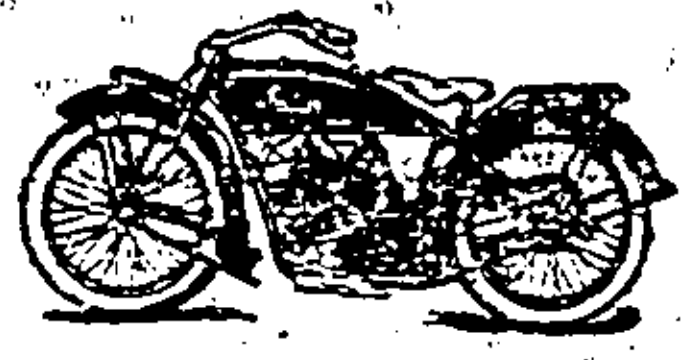
CHINESE PONGEE, CREPE AND OTHER
SILK AND PIECE GOODS, OUR SPECIALTY.

Main Store and Showrooms . . . 37, Queen's Road Central

Tailoring Department . . . 1, 3, & 5, Chin Lung Street.

Phone 928.

CAME "BONTON"



A SHIPMENT OF
INDIAN SCOUTS
IS DUE TO ARRIVE SHORTLY.

To avoid disappointment get your name on the waiting list.

ALEX. ROSS & CO.
25, DES VAUX ROAD, GARAGE, KOWLOON
TEL. 27 TEL. 47

SWATOW DRAWN THREAD WORK
CANTON EMBROIDERY.

WHOLESALE AND RETAIL.

S. K. TSAN & CO.,

54, QUEEN'S ROAD CENTRAL.

P. O. BOX 564.

CABLE ADDRESS TSANG.

THE FUJI PAPER MFG. CO., LTD.,
TOKIO.

(The Largest Paper Mill in the Orient.)

Promptitude in Execution of Order

PAPER

Quickest Delivery from Large Stock on hand.

SOLE AGENTS:

THE FUJI TRADING CO., LTD.,

(Inc. in Japan)

HONGKONG.

"TRUCKPORTATION"

FOUR-WHEEL DRIVE.

ENTERPRISE IN FAR EAST.

The F.W.D. representatives who have been active in this Colony, and in Canton, recently, report a very lively interest in motor truck transportation here, amongst Chinese as well as Europeans.

It may be remarked that a new word has been coined in connection with motor truck transportation, which is rapidly coming into general use, namely, "truckportation," in using which a saving of two words is effected.

A well-known civil engineer of Canton, who served with the British M. T. Service in France during the war, when he learned from Mr. H. C. Daniels, travelling representative of the F. W. D., and Mr. E. Mow Fung, their Hongkong Agent, what factory they were representing, praised the truck highly. He said that he saw many of these vehicles in use in France and was at first amused and astonished, and later came to take it for granted, that the front wheels should pull the truck out when a rear-wheel driven truck would need a tow. In fact, he said it was quite usual to send an F. W. D. to the rescue of a rear-axle driven truck when the latter was in distress.

A great deal of local interest is being centered in the unique system of drive used in the F. W. D. motor trucks. This system, with power all around, besides causing the truck to do things that the rear wheel driven type cannot do, gives a great saving in wear and tear on tyres, and is more economical in its consumption of fuel than the rear-wheel type.

The engine of the F. W. D., a heavy duty model, is of powerful construction, strong, consistent and economical. The greatest care has been taken to protect it from the effects of possible neglect or abuse. The engine is of the 4-cylinder, water cooled type, with T-head cylinders cast in pairs. It has a bore of 4 3/4 inches and a stroke of 5 1/2 inches. The A.L.A.M. rating is 36.1 horse power. The inlet and exhaust valves are interchangeable and are made of chrome nickel steel. The crank shaft is of chrome nickel steel, heat treated and mounted in three large bearings. The cam shafts are high grade forgings with cams forged integral.

The engine lubrication system is a combination of the force feed and splash type, operated by a pressure pump in the lower half of the crank case and driven from the cam shaft by a bevel gear. Oil is supplied under pressure to all bearings through oil ducts bored in the crank case and oil holes drilled in the crank shaft.

The carburettor is a Stromberg heavy duty type and is provided with a glass float chamber so that the gasoline level may be easily determined. Ignition is by Eisemann waterproof high tension magneto. The ignition advance is regulated by means of a hand lever mounted under the steering wheel.

The radiator is of the built up tubular type with cast head and sides and ample water capacity. Any part that may be broken through accident may be easily replaced and, should the tubes become punctured, the ends of the tubes could be pinched together and the truck kept in service until new tubes are available.

The fan is self-adjusting, the belt being held at the desired tension by a heavy spring, assuring a tight belt under changing condition of weather and temperature. All fan bearings are enclosed, dust-proof and packed in grease.

The clutch used is said to be the most perfect made. With traction on all four wheels an exceptionally good clutch is necessary. After exhaustive tests, the Hele-Shaw clutch, imported from Europe, was adopted and found to answer all requirements. The driving plates consist of twenty-three copper and steel discs running in oil; the film of oil between the discs prevents them grabbing and ensures a gradual engagement which eliminates shock to driving parts, and prevents the sudden jerk on wheels which is conceded to be one of the principal causes of premature tyre depreciation. The clutch is entirely enclosed and all parts are interchangeable.

The front axle and steering mechanism are a distinctive feature of this type of truck. The axle shaft is identical with any other full floating axle shaft, except that at the steering wheel ends it is made into a universal joint, which is housed in a steel ball and socket. This universal joint provides the steering flexibility for the driving shaft and the socket, riding on the pivots of the ball, provides the steering flexibility in the housing.

The distinctive feature of this first successful application of power to four wheels is that it accomplishes its purpose absolutely without the

use of any rings or pinions in the wheel, affording an unusually strong, flexible, and simple driving and steering device. The transmission used in the F.W.D. truck is of the individual clutch type, which is recognized as being superior to all other types for commercial service.

The principal advantages of this transmission are unusual strength, durability and ease of shifting speed. No matter how fast the car may be travelling, and regardless of the speed at which the gears may be rotating, the speed changes can be made instantly and with perfect ease. The gears are not shifted but are always in mesh and changes are made with dog clutches, in which six heavy teeth engage at the same time to take the strain. This makes it impossible to strip the gears in the shifting process. On high speed the drive is direct and the countershaft and all main shaft gears are idle.

The centre differential is the point where the power from the motor is divided and sent to each axle in its proper proportion. Its action between the two axles is the same as that of the rear and front differentials between the two wheels. For example, in turning a corner and travelling over uneven roads the front wheels travel over a greater distance than the rear wheels and therefore must revolve more rapidly. The centre differential takes care of this difference in speed. From this point the power is transmitted to each axle through a propeller shaft.

This centre differential may be locked by levers so that when necessary both front and rear wheels turn at the same speed. This prevents spinning of the wheels when one set of wheels strikes a soft spot. The axles are of the full floating type with central shaft drive.

The number of trucks sold to the British Government during the war was 4,000 instead of 1,000 as was recently reported.

The front wheels pull, the rear wheels push. That is what is meant by four wheel drive. The energy supplied by the motor is equally divided between the front and rear wheels.

An official audit shows the cost of repair parts for F.W.D. trucks furnished the British Government, based on 3,000 trucks used in the war zone in a period of 23 months. It shows that the cost for all parts bought from the company by the British Government, including one shipment that was sunk by a U-boat, also including an unknown, but large, quantity on hand when hostilities ceased, amounted to but \$7.17 per truck per month. The cost on the Mexican border averaged \$10.52 per truck per month. It is said that the cost of repair parts on some other models of truck runs as high as \$40 to \$50 per truck per month.

Tyre replacements on F. W. D. trucks average 25 per cent. less than on rear wheel drive trucks plus at least 10 per cent. longer wear, assuring a full 35 per cent. saving on tyres year in and year out. The four tyres on an F. W. D. truck are called upon each to take an equal share of work and each to carry an almost even division of weight, 45 per cent. front and 55 per cent. rear. This the wear on the tyres is so evenly distributed that the saving on tyres is far too big to be ignored by the truck buyer.

There were many types of truck used during the war, but a business man of Hongkong, who was with the forces in France, says that the F.W.D. trucks were selected for the hardest job of all, notably carrying ammunition. He says that he saw many thousands of them in use and that he judged they were highly successful.

Mr. Daniels informed a *China Mail* reporter that in the 8 months he has been travelling in the East he has taken orders for 340 trucks, and delivery has been made of 14 trailers. This represents a value of about \$2,000,000 gold, which shows that the Far East is not lagging behind in investing in modern inventions of merit. He says that agencies have been placed in China, Japan, Korea, the Philippine Islands, Hongkong, the Straits Settlements, F. M. S., Siam, India, Burma, Java, and Sumatra.

Owing to pressure of business the departure of Mr. and Mrs. Daniels has been delayed. They now expect to leave some time next week for northern China, proceeding later to Korea, Manchuria and Siberia.

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ST. JOHN'S CATHEDRAL.

THE SUNDAY AFTER TRINITY
July 18th 1920.

Holy Communion at 7.30 a.m.
Children's Service 10 a.m.
Matins at 11 a.m.
Responses: Foral: Venia: Reingale
(8th Venia): Psalm 34 (Rimbaul)
Te Deum, Woodward, Smart, Foral:
Jubilate: Turler: (8th evening)
Antiphon: "Sing, O heaven" Soli-
litan: Hymn 316.
Holy Communion 12 noon.
Evening at 6 p.m.
Responses: Foral: Psalm 37 (Haverghill)
Magnificat: Goss (7th evening)
Nunc Dimittis: Monk: Hymns
177, 224, 240.

Union Church, Kennedy Road.

Sunday, July 11.

Services conducted by Rev. G. J. Williams.
11 a.m.: Order of Service: Voluntary.
Hymn 1: Invocation and Lord's
Prayer: Metrical Psalm 112: Lesson:
Colossians 1: Hymn 477: Prayer:
Notices and Cemetery: Hymn 481.
Sermon: The Secret hid from the Ages.

The Romance of Christianity in Stone-
Age Papua: (Personal experiences
while travelling in New Guinea).
Hymn 91: Benediction.
6 p.m.: Order of Service: Voluntary:
Hymn 606: Invocation and Lord's
Prayer: Lesson 24: Lesson:
Revelation XXII.
Hymn 180: (Tune 203) Prayer:
Notices and Cemetery: Hymn 10.
Sermon: A River of Life in a riverless
Land.

The Romance of Christianity in the
Gilbert Islands: (Personal experi-
ences while travelling amongst the
Coral Islands of the Equator).
Hymn 438 (1st Tune): Benediction.

Peak Church.

5.15 a.m.—Holy Communion.
6.30 p.m.—Evening Service.

First Church of Christ Scientist,
MacDonnell Road.

Sundays, 11.15 a.m.
Wednesdays, 6.30 p.m.

Soldiers' and Sailors' Home,
Artesian Street.

Sunday Evening Gospel Meeting, 8 p.m.

Roman Catholic Cathedral,
Gloucester.

Mass at 6.7 and 8.30 a.m.

High Mass at 8 a.m.
8.30 p.m.—Benediction of the Blessed
Sacrament.

St. Joseph's Church,
Garden Road.

Mass and Sermon at 10 a.m. followed
by the Benediction of the Blessed
Sacrament.

PASSENGERS.

ARRIVALS.

Per s.s. "Kalyan"—Mr. M. Risk, Mr.
W. Haslett, Mr. and Mrs. Tippens, Mr.
and Mrs. Greaves, Commr. E. B. Clote,
Lieut. Commr. Farquharson, Mr. A. J.
Rockledge, Mr. R. Evans, Surg. Lieut.
Thompson, Mr. J. D. Mallory, Mr. Stewart,
Mr. and Mrs. Bartlett, Mr. J. A. Russell,
Mr. and Mrs. Stave, Mr. W. J. Boschart,
Mr. and Mrs. Kuiper, Mr. Kuiper, Jr., Mr.
E. O. Wallis, Dr. and Mrs. Van Lummel,
Mr. and Mrs. Van Lummel, Mr. and Mrs.
Lummel, Mr. J. Weber, Mr. H. Van der
Plaas, Mr. G. E. Watson, Mr. C. De Veres,
Mrs. Weber, Mr. A. A. Claxton, Mr.
R. B. Salisbury, Mr. W. G. Doncaster,
Mr. E. Se-well, Mr. J. Strachey, Miss M.
E. Briggs, Miss E. Cameron, Miss D.
James, Miss L. Canton, Mr. J. Maun,
Mr. J. Dorren, Mr. C. Bovenkirch, Mr. A.
Marrison, and Mr. J. Munro.

DEPARTED.

Per s.s. "Changsha"—Mr. J. F.
Beckley, Mr. A. L. Colquhoun, Mr. A.
Leach, Miss M. E. MacArthur, Mr. and
Mrs. J. D. Foley.

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POULTRY

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India Gauze Underwear

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QUALITY III

Vests with button fronts and short sleeves. Our Leading value
where a really cool, comfortable and unexpensive vest is required.

| Sizes: | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 46 | 48 | 50 |
|--------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | \$11.75 | 12.25 | 12.75 | 13.50 | 13.75 | 14.25 | 14.75 | 15.25 | 15.75 | 16.50 |

No. 222. Style as above, Slightly heavier.

| Sizes: | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 46 | 48 | 50 |
|--------|---------|-------|-------|-------|-------|-------|-------|-------|----|----|
| | \$14.50 | 15.25 | 15.75 | 16.25 | 16.75 | 17.25 | 17.75 | 18.25 | | |

No. 440. Style as above but Superior Quality.

| Sizes: | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 46 | 48 | 50 |
|--------|---------|-------|-------|-------|-------|-------|-------|----|----|----|
| | \$15.50 | 16.25 | 16.75 | 17.25 | 17.75 | 18.25 | 18.75 | | | |

QUALITY 330

Splendid quality Indian Gauze Vests with ventilated Gusset.
Cool and comfortable.

| Sizes: | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 46 | 48 | 50 |
|--------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | \$15.25 | 15.75 | 16.25 | 16.75 | 17.25 | 17.75 | 18.25 | 18.75 | 19.25 | 19.75 |

QUALITY 322

English made Pure white India Gauze Buttonless Fronts. An
excellent vest for washing and wear.

| Sizes: | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 46 | 48 | 50 |
|--------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | \$15.25 | 15.75 | 16.25 | 16.75 | 17.25 | 17.75 | 18.25 | 18.75 | 19.25 | 19.75 |

No. 111. Short India Gauze Drawers.

| Sizes: | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 46 | 48 | 50 |
|--------|--------|--------|--------|--------|--------|--------|--------|----|----|----|
| | \$1.30 | \$1.30 | \$1.30 | \$1.50 | \$1.50 | \$1.50 | \$1.50 | | | |

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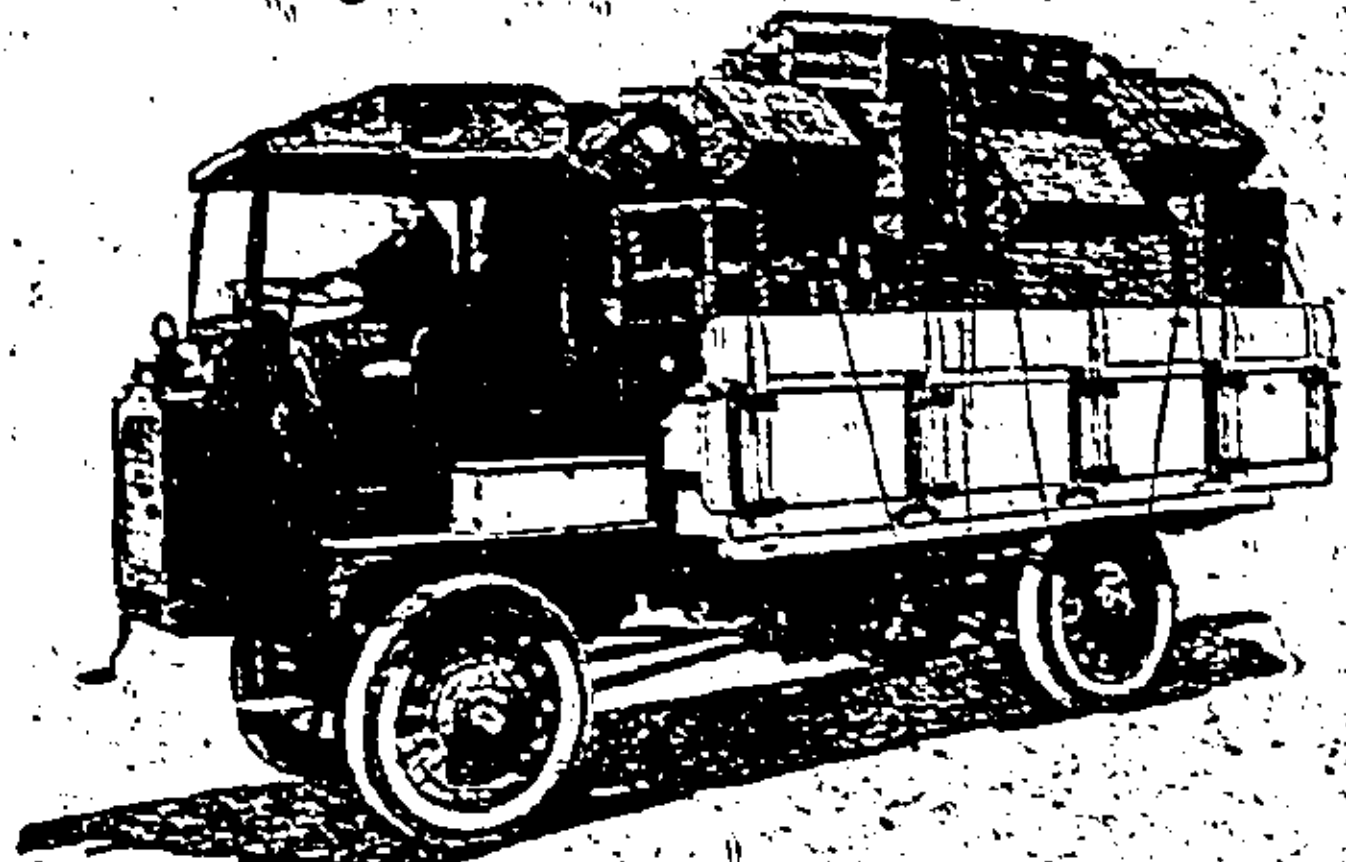
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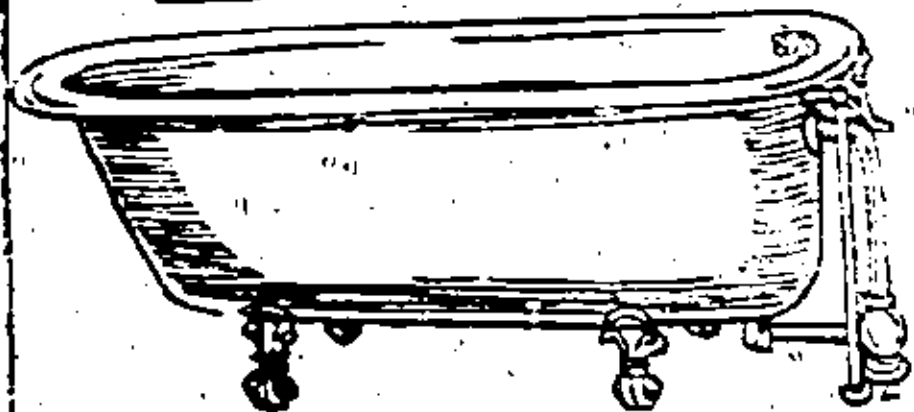
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INWARD MAIL.

FRIDAY, July 16.
Shanghai—Per SHANTUNG.
Shanghai—Per DIWANA.
SATURDAY, July 17.
Japan—Per ST. ALBANS.
SUNDAY, July 18.
Bombay—Per KANAGAWA MARU.
Kobe—Per KANAGAWA MARU.
Japan—Per TORIWA MARU.
TUESDAY, July 20.
Australia and Manila—Per AKI MARU.
Japan—Per SHIN-I MARU.

OUTWARD MAIL.

SATURDAY, July 17.
Canton and Tientsin—Per CHEONG-
SHING, 5 p.m.
Shanghai, North China and Japan via
Hankow—Per FALSAW, 5 p.m.
Japan via Nagasaki and YAN-
FU-KUICHO—Per KAI-SHO
MARU, 5 p.m.
Formosa via Keelung—Per SHINNO
MARU, 5 p.m.
Dairen—Per SHIN PING ON, 5 p.m.
Siam—Per DEVAWONGSE, 5 p.m.
SUNDAY, July 18.
Japan via Nagasaki—Per KELLER-
PHON, 9 a.m.
Swatow, Amoy and Formosa via Ke-
lung—Per AMAKUSA MARU,
9 a.m.
MONDAY, July 19.
Saidaku, Australia and New Zealand
via THURSDAY ISLAND—Per
ST. ALBANS, Registration
9.45 a.m. Letters 10.30 a.m.
Formosa via Keelung—Per SHINNO
MARU, 9.45 a.m. Letters 10.30 a.m.
Canada, United States, Cen-
tral and South America and
EUROPE via VICTORIA—
Per MANILA MARU, Registra-
tion 5 p.m. Tuesday, 20th
Letters 3.30 a.m.
Straits, Bangkok, Egypt and EUROPE
via Liverpool—Per KNIGHT
TEMPER, 3 p.m.
TUESDAY, July 20.
Amoy, Shanghai and North China—
Per SHANTUNG, 9 a.m.
Swatow and Bangkok—Per CHIN-
HUI, 10 a.m.
Shanghai, North China, Japan via
Nagasaki, Canada, United
States, Central and South
America and EUROPE via
VANCOUVER, B.C.—Per EM-
PEROR OF JAPAN, Registra-
tion 9.45 a.m. Letters 10.30 a.m.
Straits, Bangkok, Egypt and EUROPE
via Liverpool—Per ORESTES,
11 a.m.
Swatow, Amoy and Formosa—Per HAI-
TONG, 1 p.m.
WEDNESDAY, July 21.
Philippine Islands, Australia, and New
Zealand via THURSDAY IS-
LAND—Per NIKKO MARU,
Registration 8.45 a.m. Letters
8.50 a.m.

*Correspondence bearing vessel's name
only.

ENTERTAINMENTS.

TEL. No. 1743. **CORONET** TEL. No. 1743.

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NAZIMOVA in "REVELATION" 7 reels.

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MAY ALLISON in

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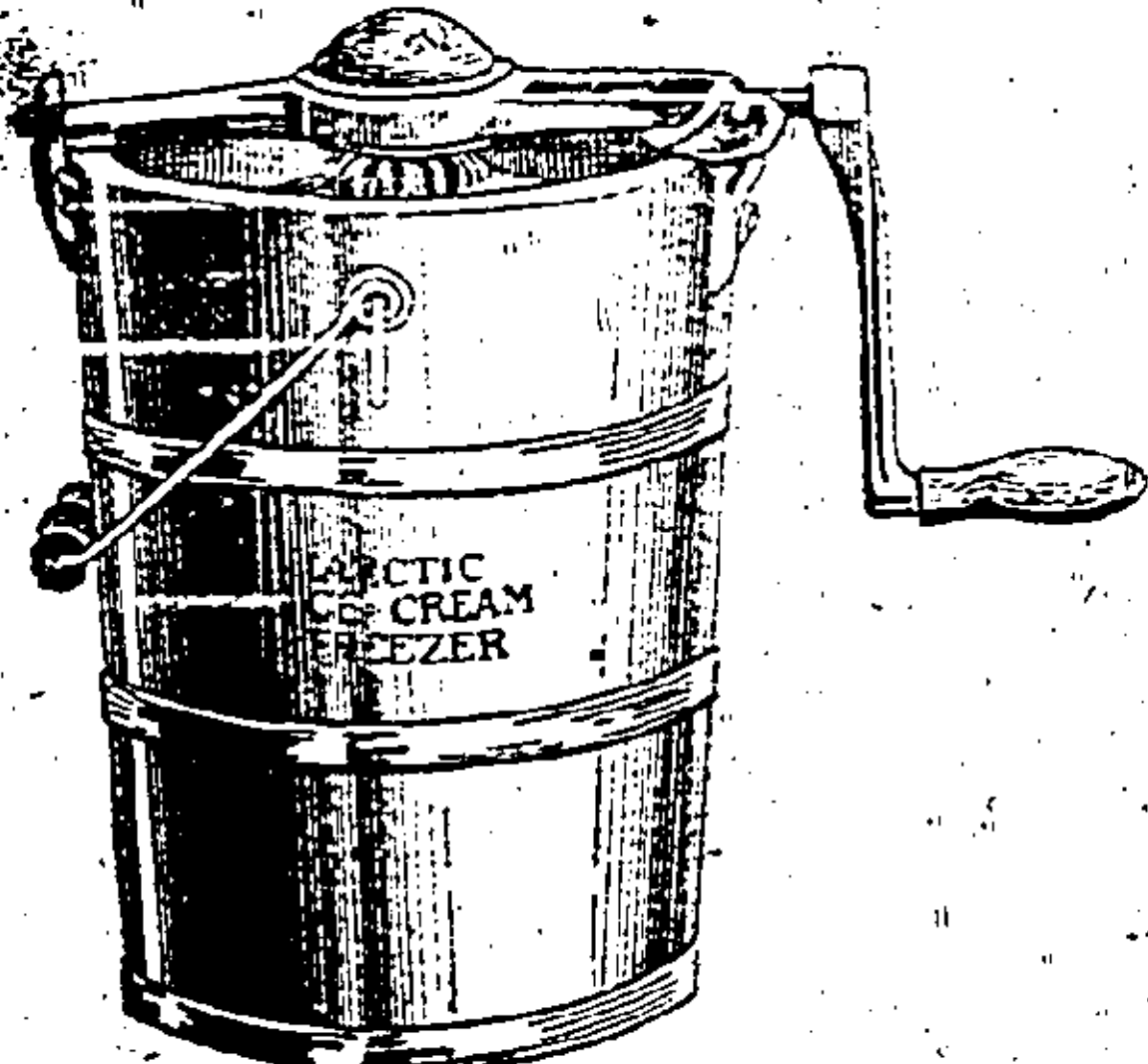
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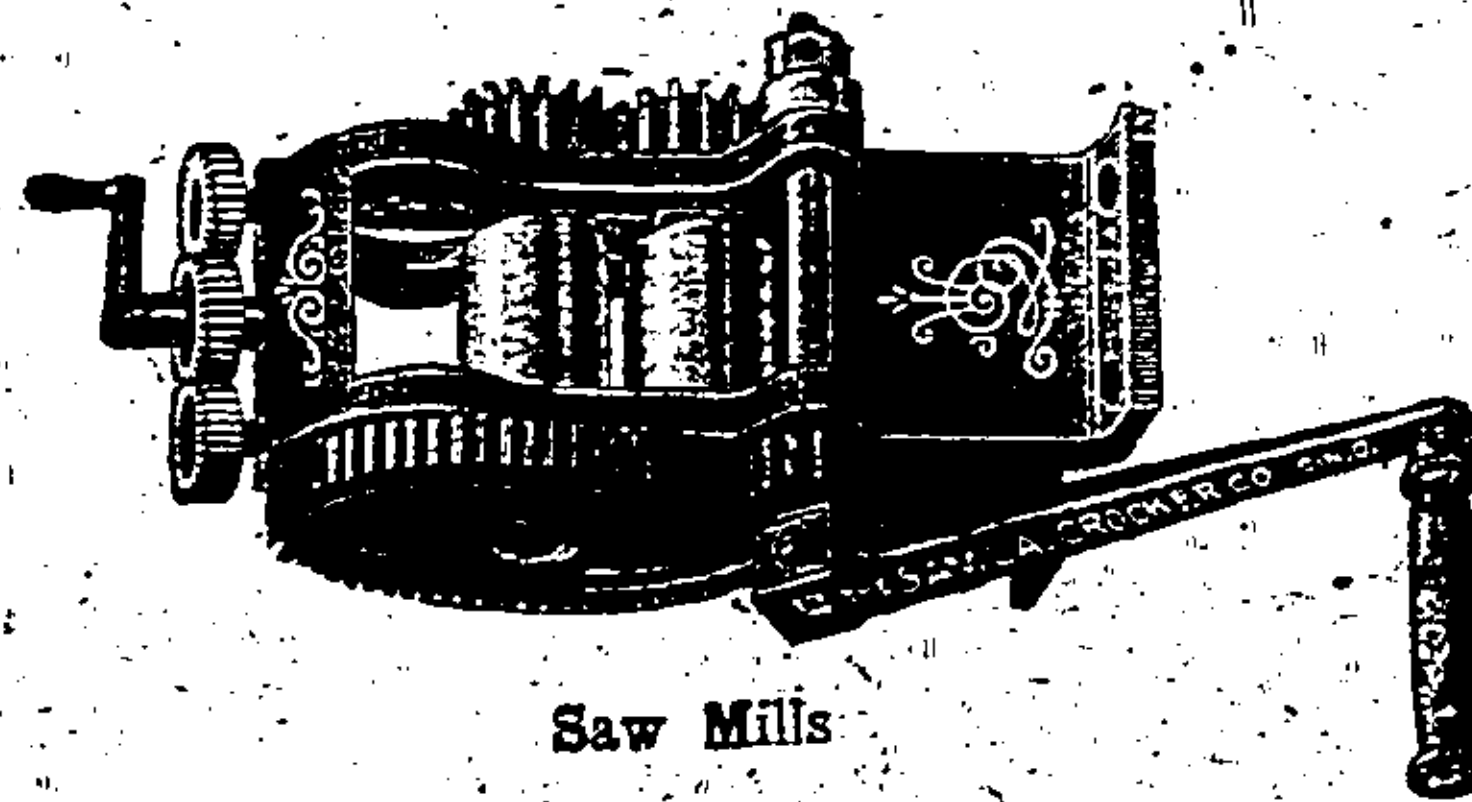
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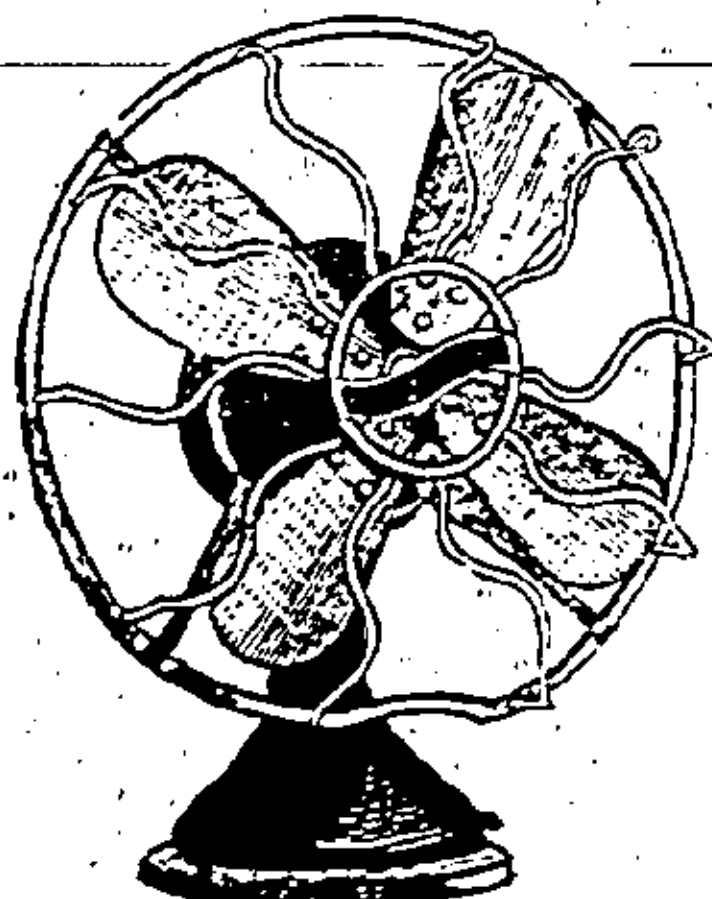
Ice Cream Freezers



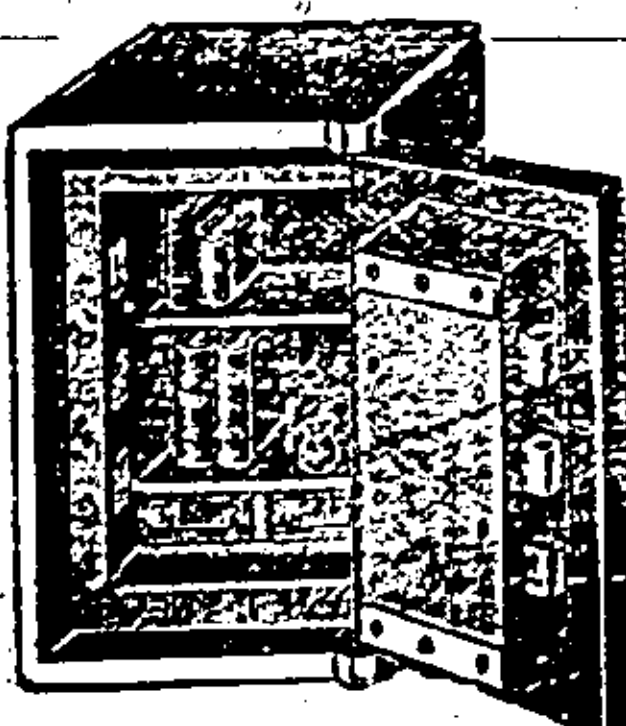
Saw Mills



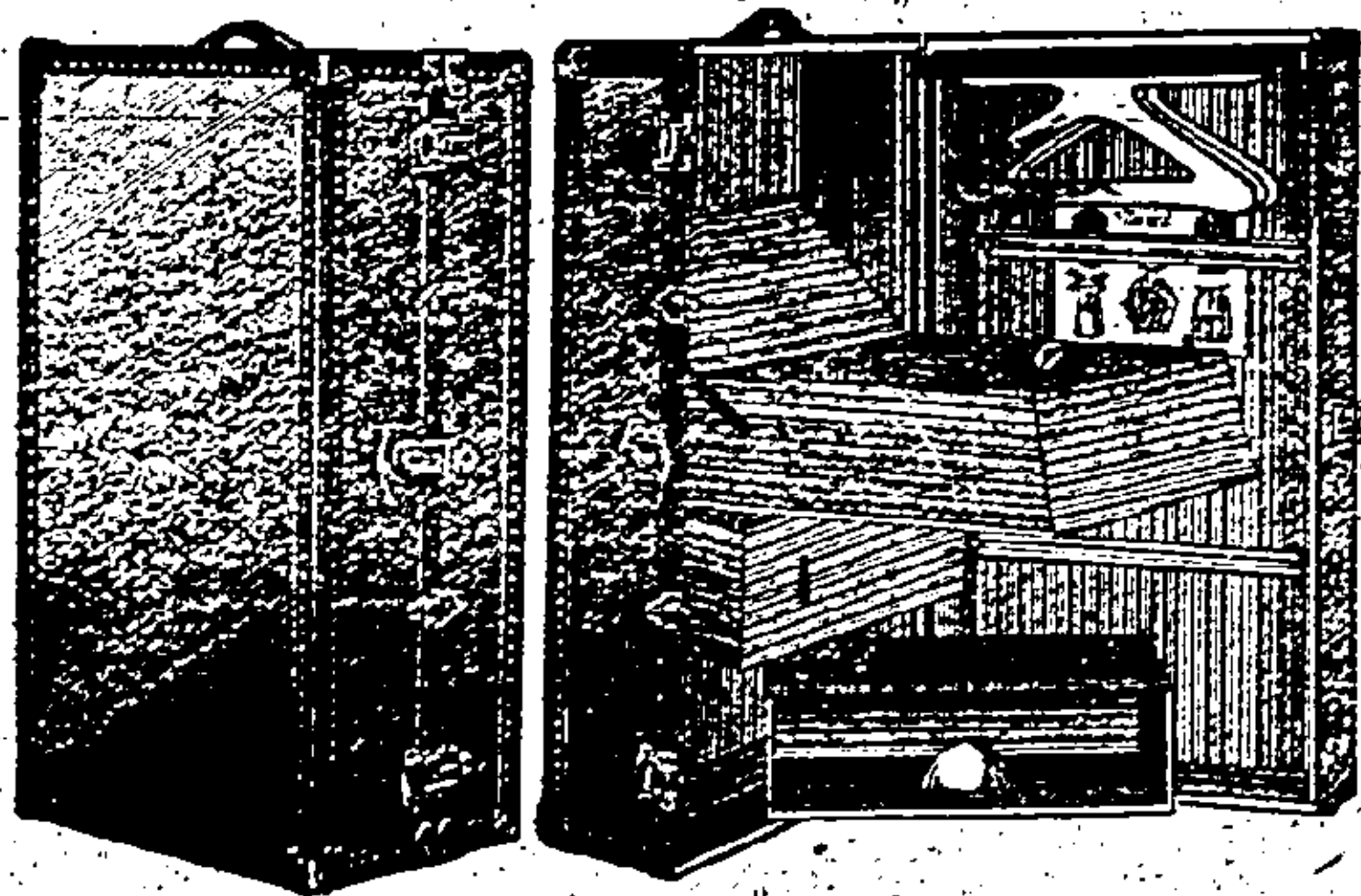
Thermos Flasks



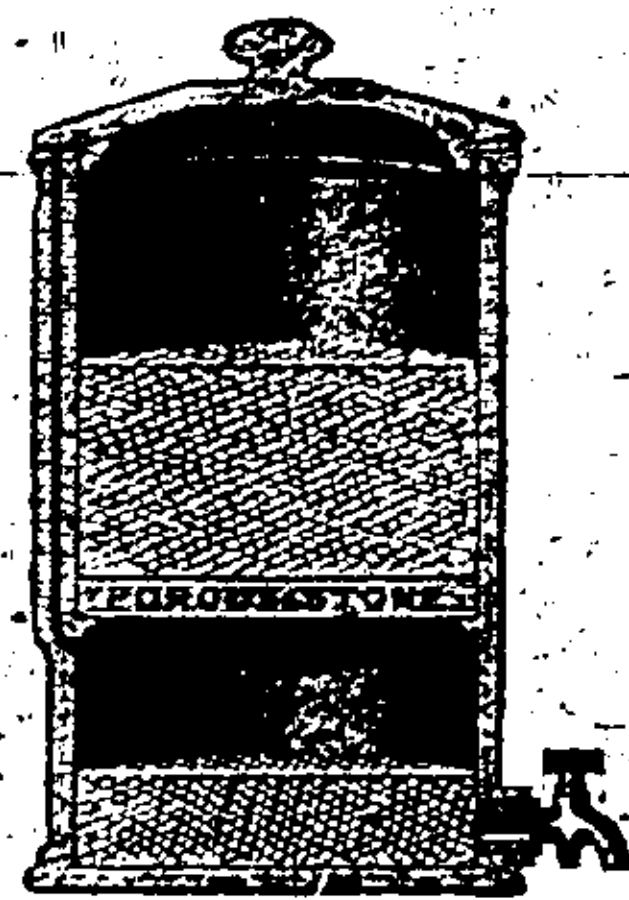
Electric Fans



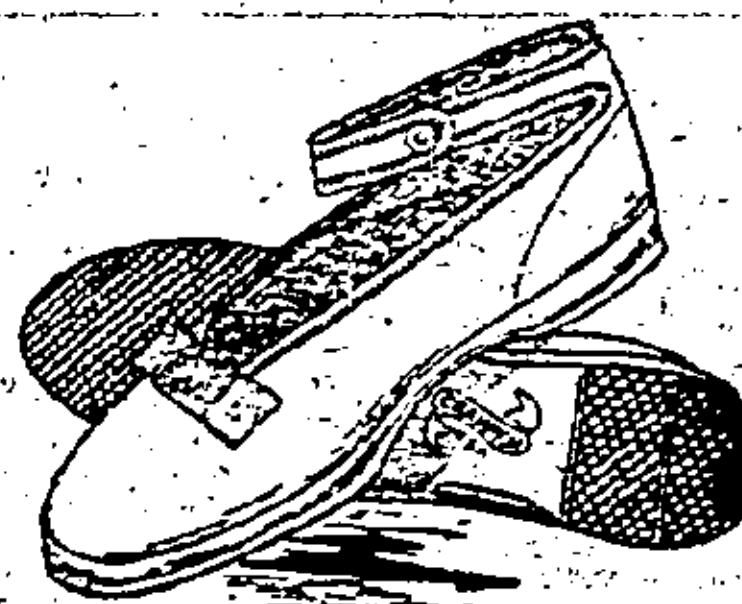
Iron Safes



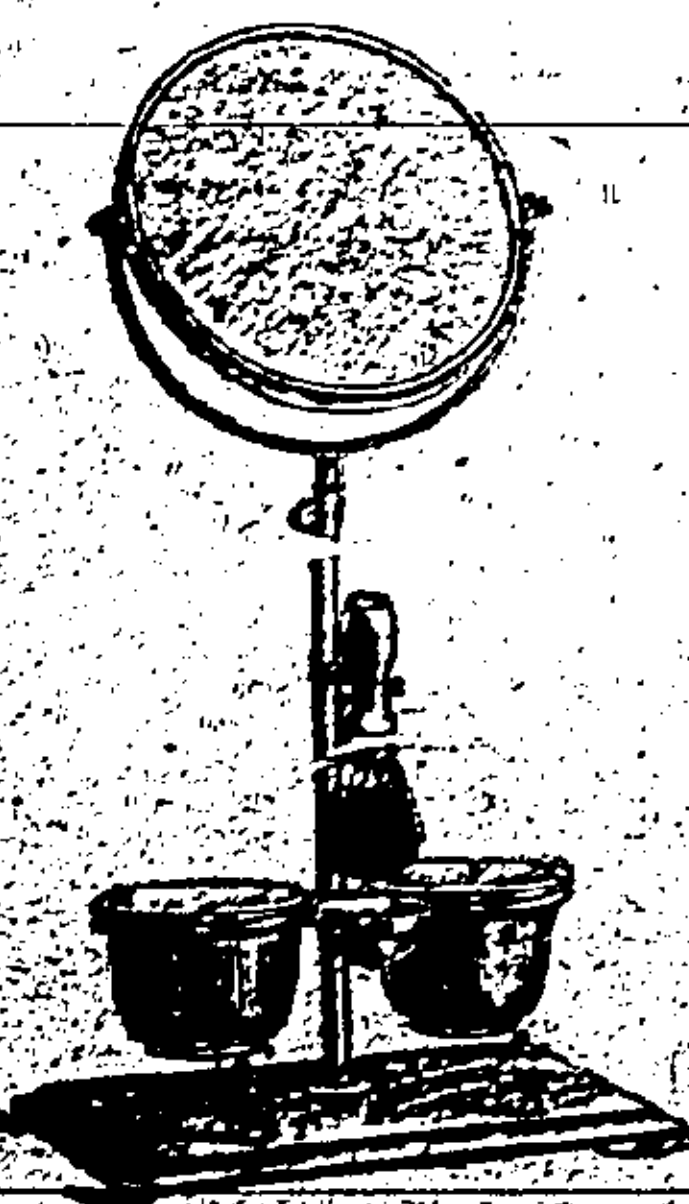
Wardrobe Trunks



Sanitary Filters



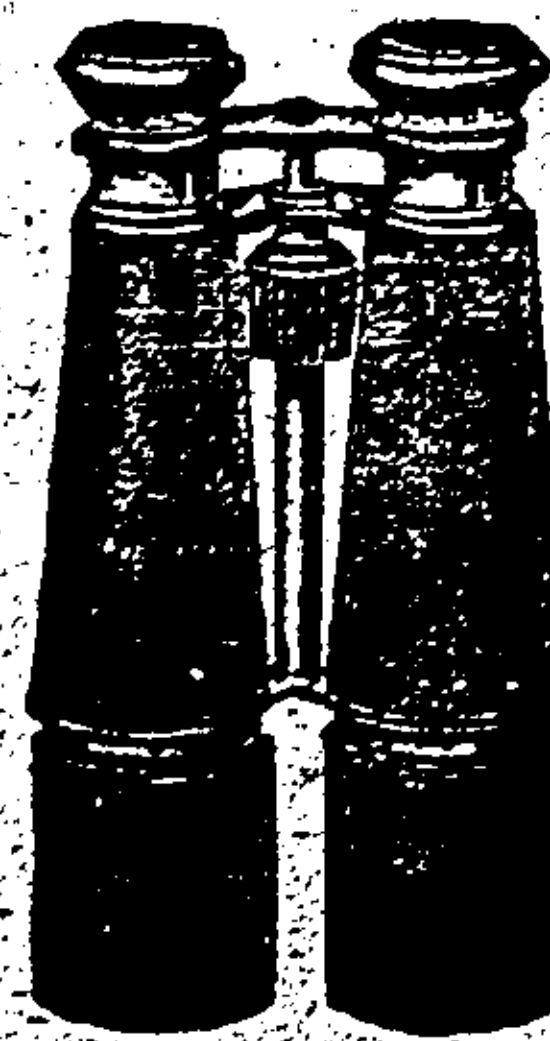
White Canvas Pumps



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